

THE FEDERAL AVIATION ADMINISTRATION'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FA- CILITIES AND WORKER CONDITIONS

(110-63)

HEARING
BEFORE THE
SUBCOMMITTEE ON
AVIATION
OF THE
COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE
HOUSE OF REPRESENTATIVES
ONE HUNDRED TENTH CONGRESS
FIRST SESSION

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U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

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July 20, 2007

James W. Coon II, Republican Chief of Staff

SUMMARY OF SUBJECT MATTER

TO: Members, Subcommittee on Aviation

FROM: Committee on Transportation and Infrastructure, Oversight and Investigations Staff

SUBJECT: Hearing on "FAA's Aging ATC Facilities: Investigating the Need to Improve Facilities and Worker Conditions"

PURPOSE OF THE HEARING

On Tuesday, July 24, 2007 at 10:00 a.m., 2167 Rayburn House Office Building, the Subcommittee on Aviation will meet to examine the condition of the Federal Aviation Administration's (FAA)'s Air Traffic Control (ATC) facilities. The Transportation and Infrastructure Committee Oversight and Investigations staff has recently conducted an investigation of the FAA's program to maintain the current ATC infrastructure. FAA reports that terminal radar control (TRACON), towers, and en-route ATC facilities are relatively old, on average, and are overall in "fair to poor" condition using General Services Administration (GSA) Facility Condition Index (FCI) criteria.¹ Data collected on facility conditions paints a picture of numerous buildings with severe maintenance problems, and FAA employee reports of health-related complaints are becoming more numerous in various facilities throughout the system.

In the course of this investigation, several FAA managers have openly acknowledged that the agency has a substantial maintenance backlog for repairs at many FAA facilities. According to various documents obtained from FAA, the maintenance backlog estimates ranged between approximately \$250 and \$350 million. Yet, the FAA's annual budget for facility maintenance and improvement for FYs '06 and '07 was less than \$60 million in each year.² At this rate of expenditure for facility maintenance, even the FAA's analyses show an ever increasing maintenance backlog.

¹ The GSA has developed facility rating criteria for use in the evaluating the condition of Federal Buildings. FAA performs its own ratings using these criteria.

² Data from FAA briefing supplied to Oversight and Investigations Staff dated May 2007.

The implications of this growing maintenance backlog are disturbing, since they are not currently included in FAA's Capital Investment Plan (CIP).

The problems identified in this investigation include the types of things expected in aging buildings. These more common types of problems include: roof leaks, mold, animal and insect infestation, poor air-quality/heating, ventilation, and air conditioning (HVAC) problems, presence of asbestos, space limitations, general unsanitary conditions, broken or damaged furniture, etc. According to the National Air Traffic Control Association (NATCA) and the Professional Airways Services Specialists (PASS), reports of employee health problems due to facility conditions are on the rise.

While aviation industry, Congressional, and FAA attention are firmly focused upon the capacity limitations of the current system, and the urgent need to upgrade ATC technology to a state-of-the-art Next Generation Air Transportation System (NextGen), the fact remains that the current system must be able to operate in a reliable manner, while providing a safe and productive working environment for FAA employees, who perform complex and demanding jobs on a daily basis. The earliest estimates for a significant transition to NextGen are a decade away. Thus, FAA and Congress cannot afford to allow the current system to deteriorate to an unacceptable and unsafe condition. FAA and Congress must address these very serious "facility sustainment" issues while developing and implementing NextGen.

BACKGROUND

Overview of ATC Facility Age and Condition

In a 2005 briefing entitled "FY 2005 Business Outlook: Capitol Hill" provided to T&I Committee Staff in 2005, then-FAA Chief Operating Officer (COO), Russell G. Chew summarized facility condition in the following way, "the average en-route facility condition index (FCI) currently is rated *poor* and getting worse each year." In that briefing, the FAA COO provided the following data on the average age of FAA ATC facilities:

Years in Service (2005 numbers provided by FAA)

| | |
|----|--------------------------|
| 30 | Towers |
| 34 | TRACON Facilities |
| 27 | Primary En-Route Radars |
| 16 | Primary Terminal Radars |
| 26 | Secondary Radars |
| 40 | En-Route Control Centers |
| 20 | Flight Service Stations |

Of these, the vast majority of FAA employees perform their duties in towers, TRACONs, and en-route control centers.³ Overall, FAA manages over 22,000 facilities with an FY '08 budget of \$262.2 million. From an analysis of FAA figures, it appears that less than \$60 million per year is

³ Flight Service Stations are now in the process of being transitioned to operation by a private contractor (Lockheed Martin).

dedicated to maintenance and repair of existing facilities, with the vast majority of Facilities and Equipment (F&E) funding allocated to building replacement or expansion.

According to the Department of Transportation (DOT) Office of Inspector General (OIG), total building replacement costs are uncertain, but they are estimated to be in the \$6.3 billion range. Of this number, the replacement cost of en-route facilities is estimated in the \$2.6 billion range, and terminal replacement costs are estimated at \$3.7 billion, although the DOT OIG has not validated these replacement cost figures.⁴

FAA facilities are managed by three different lines of business under the Air Traffic Organization (ATO). Terminal (both tower and TRACON) facilities are under the management of the Vice President of Terminal Services, en-route facilities are under the Vice President of En-Route and Oceanic Services, and other facilities such as navigational aids, radars, etc., are managed by the Vice President of Technical Operations. One of the findings of this investigation is that there is no overall FAA Facilities “Czar” to coordinate the ATO’s overall maintenance and repair plan. Thus, it appears to be left to each individual executive to compete for the annual F&E funding available for facility maintenance.

En-route Centers: The FAA operates 21 en-route control centers, all constructed at around the same time in the early 1960s and expanded several times since then. The average FCI is 90.3%, which is classified at the cutoff point between “fair” and “poor.” Eleven of the 21 en-route centers have FCI values below 90%, which is indicative of a facility that requires attention. According to the FAA, there are areas within some of these facilities where the index is as low as 57%.

The FAA estimates that it spends \$225,000 annually on improvements at each of the 21 en-route facilities. Additionally, the FAA states that it spends \$500,000 per facility for “smaller sustain needs” and funds 4 or 5 “major sustain projects” per year. FAA estimated the en-route facility maintenance backlog at \$121 million at the end of FY 2006.

Tower and TRACONs (Terminal): By far the FAA’s most challenging facility issue is maintaining its 401 Tower and TRACON facilities. This includes 217 FAA-owned facilities staffed with FAA controllers, 74 “sponsor/airport”-owned facilities staffed with FAA controllers, and 110 FAA-owned facilities staffed with contract controllers.

Of the 401 terminal facilities that FAA is responsible for maintaining, the agency has conducted FCI’s for only 89. The FAA claims that these 89 facilities are representative of the various Tower and TRACON construction types throughout the system. According to FAA statistics, the average FCI of these 89 facilities in 2007 was 93.2% on the GSA scale, which is representative of “fair” condition. Given the large number of facilities, the FCI for various facilities varies greatly from “good” to “very poor,” and the majority of terminal facilities have not been assessed using the FCI methodology, thus the actual average is unknown. FAA estimated the terminal maintenance backlog at the end of FY 2006 at \$124 million.

⁴ May 17, 2007, DOT Office of Inspector General briefing to T&I Oversight and Investigations Staff.

Unstaffed Facilities: The FAA also is responsible for maintaining more than 9,000 smaller buildings and 13,000 structural towers associated with navigational aids, radars, and other components of the ATC infrastructure.

FAA's Facility Replacement, Maintenance, and Improvement Program

Within the FAA's F&E account, approximately \$100 to \$150 million per year is allocated for facility replacement. The average replacement cost is estimated at \$30 million per terminal facility. This equates to approximately 33 replacements every 10 years. With a replacement budget set at \$100 million annually, and assuming that the FAA does not replace the current FAA-owned Federal contract towers (FCT), for the remaining 217 FAA-owned and FAA-staffed towers, a facility commissioned in 2007 would be all replaced by 2094, or 87 years later. At a annual budget of \$120 million, rotational replacement would be every 72 years, and at \$200 million annually, rotational replacement would be every 43 years. These statistics underscore the importance of adequate funding from Congress and an aggressive maintenance and improvement program for FAA ATC facilities.

Between FYs 2000-2006, Congress appropriated approximately \$845 million, or an average of \$121 million per year for 98 terminal facility replacement projects. Forty-four of those sites have been commissioned, 21 sites are under construction, and 33 sites are currently being analyzed to determine their replacement requirements and timing. The time from beginning a facility replacement project through construction and commissioning is a minimum of 5 years.

FAA has completed the GSA FCI assessment process at 89 out of 401 terminal sites, and is planning future assessments at the rate of 12 per year. Since the vast majority of terminal sites have not been formally surveyed, existing problem conditions at all facilities are unknown. At the current FCI survey rate, it would take 25 years for the FAA to complete the formal FCI assessment process. FAA currently budgets between \$30 and \$50 million for terminal facility maintenance and rehabilitation, but at the same time projects that the "one time remediation costs" including the maintenance and repair backlog is \$315,700,000.⁵

The main focus for en-route facilities is upon modernization and upgrade, not replacement. For unstaffed facilities, FAA is in the process of developing a prioritization process.

In summary, at the current rate of replacement, maintenance, and improvement funding, it is likely that the maintenance backlog will continue to grow larger without significant funding increases for maintenance, and ATC facility conditions will continue to deteriorate.

FAA Facilities and Equipment Budget Requests

Both chambers of Congress and the aviation community agree that increased capital investment is necessary to increase system capacity and avoid gridlock. These investments are funded by the FAA's F&E program.

For the fourth consecutive year, the President's Budget proposed a level of F&E funding below authorized levels. In 2003, the Administration's reauthorization proposal requested \$3.1

⁵ FAA Terminal Facility Briefing given to T&I Oversight and Investigation Staff.

billion for F&E in FY 2007. This was consistent with the FAA's CIP for FYs 2004-2008, which indicated that the F&E program needed an average annual funding level of \$3 billion over that period. After FY 2003, the Administration significantly cut its F&E requests below authorized levels to approximately \$2.5 billion in every year through FY 2007.

According to CIP estimates, roughly half of the F&E budget is set aside for equipment modernization, and the FAA has not requested additional F&E funding for routine maintenance and repair of aging FAA facilities. While the FAA continues to lay the groundwork for NextGen, it is important that the FAA ensure that the current system can continue to operate in a safe and reliable manner by investing in the maintenance and repair of existing infrastructure.

FAA Proposals for ATC Consolidation

FAA often cites aging facilities and the expense of maintaining such a large number of facilities as a primary justification for consolidating the ATC system into a much smaller number of facilities. The FAA has stated that a plan with an initial list of facilities is being evaluated for possible consolidation and collocation through 2014. Although not mandated by Congress, the FAA has yet to develop or present to Congress a comprehensive ATC facility consolidated plan. Included in the FAA's Reauthorization proposal was a provision establishing a process similar to the Base Realignment and Closure Commission utilized for recommendations on military base closures.

A provision in the Committee's FAA Reauthorization Bill, H.R. 2881, directs the Secretary of Transportation to establish a working group tasked with developing recommendations for the realignment and consolidation of FAA facilities. The Administrator must then report the recommendations to Congress before any facilities or services are realigned or consolidated. However, the provision does not require Congressional approval in the form of an up or down vote, and the agency could choose to ignore the recommendations.

FAA Employee Reports of Facility Condition

NATCA and PASS consistently maintain that the FAA has failed to provide adequate maintenance on the buildings and facilities that accommodate National Airspace System (NAS) equipment and systems. They report that the condition of the infrastructure appears to be a low priority for the agency; problem reports are often ignored, and that employees have been forced to work in conditions that are unsafe. Leaking roofs, deteriorating walls and ceilings, and obsolete air conditioning systems are among the many problems that FAA employees reportedly encounter every day, and it is reported by both organizations that health claims are on the rise. It is also reported that the FAA is in direct violation of safety regulations, including those mandated by the Occupational Safety and Health Administration (OSHA).

NATCA recently conducted a facility condition survey to assess the current state of 314 ATC towers, en-route centers, and TRACONs nationwide. Among the 220 facilities that participated, the most serious commonly-reported problems were: the presence of mold and other harmful contaminants, external leaks, and building ventilation and temperature control issues.

Based upon NATCA and PASS-supplied data, the major facility problems can be grouped into the following categories:

- **Exposure to Mold, Asbestos, Radiation or Other Harmful Conditions:** There are continual reports from facilities across the nation that employees are exposed to dangerous levels of mold, asbestos, leaking radiation or other hazards. FAA employees persistently report working in buildings infested with mold contamination and that respiratory ailments have become common. In other cases, exposure to radiation without the proper safety precautions led PASS to obtain radiation badges for all its members to ensure that they are protected. Exposure to these harmful contaminants has resulted in questionable worker conditions at a number of facilities. In the Detroit ATC tower, over 6,000 square feet of mold contaminated material was identified, which included black toxic mold (*Stachybotrys*), as well as several other toxic mold types in 2005. Remediation was conducted at the facility twice. In one instance, a chemical spray was used, resulting in 9 employees being rushed to the hospital. Employees have reported respiratory infections, asthma-like systems, rashes, nose bleeds, fungus infections, possible nerve damage, and various other issues. The Kansas City ATC tower identified toxic black mold in the facility at least twice; the extent of contamination is unknown. In the San Jose ATC tower, during the replacement of the air unit, potential toxic mold was found, and is conducting tests to determine the type of mold. Grand Rapids ATC tower has experienced several environmental issues in the last 10 years relating to bacteria contamination, water leaks and possible mold contamination.
- **Building Ventilation and Temperature Control:** One of the major findings of the facility survey was that in nearly every building sampled, employees reported poor heating, air conditioning and air quality. Controllers in these environments report frequent respiratory ailments. Unlike employees in other work environments, FAA medical standards for on-duty controllers preclude the use of many over-the-counter medications for respiratory relief.
- **Unstable Building and Infrastructure Conditions:** There are numerous reports of FAA employees (primarily PASS technicians) working in conditions that present a safety hazard, while maintaining facilities such as navigational aids. Employees report often performing this hazardous maintenance work without backup to render assistance in the event of an accident. PASS reports numerous instances where employees have suffered actual injury due to unstable building or other infrastructure conditions, including cases in which employees fell through rotting floors or were expected to climb damaged stairways over 30 feet in height to perform work on a platform. In many cases, NATCA believes that the conditions are in violation of OSHA safety standards.
- **Improperly Housed Equipment:** Many FAA technicians must work directly with high-voltage equipment. It should be expected that high-voltage equipment would be given the utmost attention in terms of being properly housed to avoid endangering the employees working on the equipment. In many FAA facilities, this is not the case. In one example, despite requirements for high-voltage transformers dictating that the equipment should be enclosed in metal enclosures, the transformer is simply surrounded by some wood railing and a plywood cover. In the same facility, another transformer is properly enclosed in a chain metal enclosure, making it blatantly clear that a wood enclosure is not sufficient to protect the employees from the high-voltage equipment.
- **Systems and Equipment Threatened by Infrastructure Issues:** Because of deteriorating building conditions, recently installed new equipment and systems are sometimes exposed to

damage. Employees in the field have reported to PASS several instances in which equipment is covered with plastic or tarps to keep leaking water from damaging the equipment. FAA has been rapidly upgrading NAS systems and equipment, but routinely placing modern, state-of-the-art equipment into facilities not suited to house such equipment.

- **Facility Roof Leaks:** Facility condition reports conducted by NATCA reveal that airport control towers and radar rooms across the nation have serious external leaks. Many of these leaks are into equipment rooms and jeopardize expensive and vital equipment. In many cases these external leaks lead to the development of potentially dangerous mold. NATCA field representatives have relayed that the Atlanta Center has had water issues in the facility for a number of years. In some instances it has been reported that controllers have to hold an umbrella over the radar scope. The Chicago O'Hare ATC tower started having major water leaks in the last couple of months. The extent of water damage and possible mold contamination is unknown at this point. A notable example is the recurrence of condensation accumulating on the windowpanes of tower cabs, causing reduced visibility, which in some cases can be extreme and unsafe. Visually identifying aircraft and vehicles and ensuring that control surfaces stay clear during aircraft operations is the single most effective means of reducing runway incursions and surface accidents.

110TH CONGRESS OVERSIGHT ACTIVITIES

On February 14, 2007, the Subcommittee on Aviation held a hearing on "The President's FY08 Federal Aviation Administration's Budget." One focus of the hearing was the funding given by Congress for FAA's F&E program.

In March 2007, the Subcommittee on Aviation held a series of hearings on FAA Reauthorization. One provision that was examined was the Reauthorization language allowing the Secretary of the Department of Transportation to establish a "Realignment and Consolidation of Aviation Facilities and Services Commission" to assess FAA's recommendations on facility consolidation.

H.R. 2881 – *The FAA Reauthorization Act of 2007* – was ordered reported out of the Transportation and Infrastructure Committee on June 28, 2007 with provisions to supply \$13 billion for the F&E program, which is \$1 billion over the Administration's request. The Congressional Budget Office is still in the process of evaluating the proposal's cost. As such, the Committee report has not yet been filed. The historic funding level attempts to address the backlog of repair and replacement of FAA facilities and equipment, while continuing to provide the resources for timely implementation of NextGen. In looking forward to NextGen transitional needs, the bill directs the establishment of a working group within the FAA to create recommendations for the realignment and consolidation of FAA facilities.

WITNESSES

PANEL I

Mr. David B. Johnson

Vice President for Terminal Services
Air Traffic Organization
Federal Aviation Administration
Washington, DC

Mr. Steven B. Zaidman

Vice President of Technical Operations Services
Air Traffic Organization
Federal Aviation Administration
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Mr. Thomas Brantley

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Professional Airways Services Specialists
AFL-CIO
Washington, DC

HEARING ON FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS

Tuesday, July 24, 2007

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
SUBCOMMITTEE ON AVIATION,
Washington, DC.

The Subcommittee met, pursuant to call, at 10:00 a.m., in Room 2167, Rayburn House Office Building, the Honorable Jerry F. Costello [Chairman of the Subcommittee] presiding.

Mr. COSTELLO. The Subcommittee will come to order.

The Chair will ask all Members, staff and everyone to turn electronic devices off or on vibrate.

The Subcommittee is meeting here today to hear testimony on the FAA's Aging Air Traffic Control Facilities: Investigating the Need to Improve Facilities and Worker Conditions.

I will give a brief opening statement and then call on the Ranking Member to give an opening statement as well.

I want to welcome everyone here to our hearing today on the FAA's aging ATC facilities and the need to improve facilities and conditions for the FAA workers.

The FAA provides air traffic control services at over 400 Agency-operated air traffic control facilities throughout the Nation. Many of these facilities are over 40 years old, exceeding their useful life expectancy and not meeting current operational requirements. This has resulted in a General Services Administration Facility Condition Index rating of fair to poor.

Further, this Subcommittee and other interested stakeholders like NATCA and PASS have expressed concerns as to whether the FAA has adequately funded the much needed facility repairs and improvements, given the Agency's capital account has remained flat over the past several years. The Administration consistently proposes a level of F&E funding well below the authorized level.

In 2003, the FAA requested and received from the Congress an authorization of approximately \$3 billion per year for its capital program. Yet, for the past three years, the Administration has requested roughly \$2.2 billion per year for its F&E capital program, well below the authorized level.

The fiscal year 2008 budget is no exception. The Administration is once again requesting \$2.46 billion for capital spending.

According to the capital investment plan estimates, approximately half of the F&E budget is set aside for equipment and mod-

ernization. Yet, the FAA has not requested additional F&E funding for routine maintenance and repair of aging FAA facilities.

I have said before that we cannot put the cart before the horse when it comes to modernization. While the FAA continues to lay the groundwork for modernization, it must also ensure that the current system can continue to operate in a safe and reliable way by properly investing in the maintenance and upkeep of existing infrastructure. The FAA must also provide safe, healthy working conditions for its employees.

That is why in H.R. 2881, the FAA Reauthorization Act of 2007, we provide historic funding levels for the FAA's capital programs including nearly \$13 billion for F&E, over \$1 billion more than the Administration requested.

I am disturbed by the employee reports of excessive unhealthy levels of mold and asbestos, leaking roofs and other infrastructure issues, insufficient ventilation, and improperly housed conditions and equipment.

Both PASS and NATCA report, the FAA is in direct violation of safety regulations including those mandated by OSHA. To illustrate the point, we are going to show a very brief video clip from the Grand Rapids tower at this time. This clip was actually filmed in the Fall of 2005.

I would ask at this time to show the clip.

[Video shown.]

Mr. COSTELLO. The Chair thanks Mr. Miller for showing the clip.

Obviously, again that was taken in the fall of 2005 at the Grand Rapids facility. It is alarming to see the water coming through the roof and actually on the counter of the control tower. This is just one facility. I believe that there are others that could have been filmed then or today.

Again, it is alarming and disturbing that we allow our facilities to deteriorate to this extent. No one should have to work in these conditions, and it is unacceptable.

I am interested in hearing our FAA witnesses' response to this clip and some of the other facilities that we will be discussing today.

I question whether the FAA has a comprehensive strategy to effectively manage the replacement, repair and modernization of its air traffic control facilities and equipment and whether sufficient funds are being used to carry out these important health and safety functions.

Finally, in the Administration's FAA reauthorization proposal, they provide for a BRAC-like process to consolidate and relocate facilities. A BRAC process is an abdication of responsibility on the part of the Congress. Congress has always made decisions and provided oversight based on recommendations and analysis from Federal agencies. In consolidating and realigning the FAA facilities, that process should be no different.

The FAA should not only engage with Congress but with the stakeholders affected. If the FAA identifies facilities that are truly not needed, then the FAA should identify those facilities, put them in their budget and come here and explain to the Congress where the facilities are located and why they should be consolidated or closed.

In our reauthorization bill that passed the Full Committee and is on its way to the Floor of the House, we created an open continuous and defined process, something which the FAA should have done from the start. Contrary to statements that may be made here today, the bill does not—and I repeat—the bill does not impose a moratorium.

Instead, our bill allows affected stakeholders to work together with the FAA to develop criteria and make recommendations that will be submitted to the Congress and published in the Federal Register for proper review and oversight. Any objections or changes made to those recommendations must again be submitted to the Congress. Congress does not relinquish its role but instead can provide thorough review, oversight and input.

With that, at this time, I welcome our witnesses here today and look forward to hearing their testimony.

Before I recognize the Ranking Member, Mr. Petri, for his opening statement, I ask unanimous consent to allow for two weeks for all Members to revise and extend their remarks and to permit the submission of additional statements and materials by Members and witnesses. Without objection, so ordered.

At this time, the Chair recognizes the Ranking Member, Mr. Petri, for his opening statement.

Mr. PETRI. Thank you very much, Mr. Chairman.

We are meeting to discuss the current condition of our Nation's air traffic control facilities and equipment.

While the FAA is ultimately responsible for the upkeep of its facilities, it is not alone in the responsibility for the current condition. Over the past years, Congress has authorized funding for the FAA to maintain and improved their facilities, yet it has continually been under-appropriated and earmarked by Congress. By the time the money reaches the FAA, the Agency oftentimes does not have the adequate discretion it needs on how to spend it.

The FAA has over 400 air traffic control facilities for which they are partly or wholly responsible for maintenance.

Clearly, no one here today is in denial that FAA tower facilities are in need of constant upkeep and repair. In fact, there are some that actually need immediate attention. However, their average facility condition level as determined by the scorekeeper, the General Services Administration, is 93.2 percent which earns a fair condition rating under the GSA's scorecard.

For comparison purposes, many other Government facilities earn lower grades. According to the GSA, the FAA headquarters building itself, where two of our witnesses are located, has a rating not of 93.2 percent as the average facility condition level but rather of 76 percent. The average Government family housing earns a rating of roughly 77 percent, and the average Federal office space has a rating of roughly 63 percent, fully a third lower than the facility rating for the average air traffic control facilities.

These numbers demonstrate that less than desirable facility conditions are not FAA-specific. Rather, they are government-wide, and we have a bigger problem than just this one.

According to the FAA, it receives a \$100 million to \$150 million annually for replacement costs. While it sounds like an ample amount of money, I understand that it is only enough funding to

complete just one-third of the replacements every 10 years. At this rate, a facility commissioned in 2006 would not be replaced until 2093, 87 years later.

Even if the FAA received \$200 million a year, double what it is currently receiving for maintenance, the replacement schedule would still take more than 40 years per facility.

In an environment where resources are scarce, integrated planning and budgeting are needed, and so I am looking forward to hearing about FAA's plans going forward.

The fact remains that FAA's maintenance backlog for terminal facilities is not declining. Rather, it is growing. In 2006, it was \$124 million, and it will reach \$182 million backlogged by 2020.

The FAA needs the authorized funding levels made available to it and more in the future. It is unrealistic to think that the FAA can keep all of its facilities in excellent condition if they are not provided the money to do it.

Perhaps the most important factor in the state of our air traffic control facilities is the relation to the modernization effort. As we progress into the NextGen system, it will be vital that we update our facilities and keep them in the best possible condition and continue to update them with a mindful eye toward future needs. We cannot put our brand new and costly systems into buildings that are simply unfit to house them. Delaying the replacement and renovation of our air traffic control facilities will delay NextGen's implementation, and we all know that that is a cost that the Nation and the traveling public cannot afford.

Mr. Chairman, thank you for holding this important hearing. I look forward to hearing from our witnesses and yield back any time remaining.

Mr. COSTELLO. The Chair thanks the Ranking Member and now recognizes the gentleman from Texas, Mr. Lampson.

Mr. LAMPSON. Thank you, Mr. Chairman. I will be quite brief. I do appreciate you all holding this hearing.

The fact that we have such a significant need for maintenance in our Nation's air traffic control system and facilities is obviously critical.

I have been fighting these battles with TRACON for a number of years in southeast Texas and was opposed to much of the consolidation that has been going on. We have lost one facility in one of the districts that I represented at one time and now in another district. I think that there is continuing aging and disrepair of any of these facilities in the area where there is such significant growth.

The Hobby Airport which is in my district, Houston Hobby Airport, and the Bush Intercontinental Airport which is nearby, is the eighth largest passenger airport in terms of enplaned passengers, and they are showing a 67 percent increase of the past 10 years. Considering the vast amount of traffic at these airports, we truly have to make certain that every piece of equipment used to control these airplanes is maintained and in working order at all times.

Again, part of the reason why I opposed that consolidation is we have to take the responsibility to make sure that the equipment is working and that our passengers who are flying are safe.

I appreciate your holding the hearing, Mr. Chairman, and look forward to hearing from this distinguished panel.

Mr. COSTELLO. The Chair thanks the gentleman from Texas and now recognizes the Ranking Member of the Full Committee, Mr. Mica.

Mr. MICA. Thank you, Mr. Costello. I appreciate your hosting and conducting this hearing today.

I think that it is important that the working conditions for our air traffic controllers, problems we have experienced, are addressed. It has been a concern of mine. The professionals that keep our airways safe and all FAA employees should have a safe, comfortable and modern equipped workplace.

However, it is important to recognize that aging physical infrastructure is a government-wide problem that we face. The problem has accelerated in recent years because most Federal buildings were built over 50 years ago and are reaching the end of their useful lives. Other Government agencies including the State Department, NASA and GSA have maintenance backlogs totaling over \$16 billion which is \$6 billion more than we saw in the year 2005.

I put up a little chart to show you, and this is my chart. GSA did a review of FAA's air traffic control facilities, the first bar we see there. This is an index of facility conditions, and it shows that the average condition on a scale I guess to 100 is 93.2 for FAA air traffic control towers. For the FAA headquarters, it shows a 76 which is a lot lower in the quality of the conditions.

For hospitals, including our Veterans' hospitals which are Government facilities, air traffic control working conditions, tower conditions are actually better. If you skip over one to family housing which includes our military family housing, 77.59 percent. Unfortunately, we see a problem.

Our Committee deals with GSA and government housing in a number of areas and government facilities in a number of areas. As the authorizing Committee, the Transportation and Infrastructure Committee has consistently authorized funding levels consistent with the demands of the system.

Unfortunately, we have seen the funding levels reduced or earmarked in the appropriations process. This has made it difficult for the FAA to adequately perform the mandates sometimes issued by Congress and has created a lengthy backlog of repairs and replacement needs. I have a list of appropriator earmarks that reprioritize facilities and equipment. Replacement earmarked items that were relatively low on the FAA's attention list were moved to the top and ahead of higher priority facility needs.

Unfortunately, by Congress' constant meddling with the FAA repair priority list, it is no wonder we are having maintenance and we hear about some of these repair problems. Equally problematic as Congress' overriding repair assessments is Congress' interference in FAA's decision regarding airspace design and facility management and consolidation or closure.

Where is today's paper that I gave you earlier?

Here is a great example: FAA is Targeting Airline Delays. This is today's headline. It talks about how the FAA wants to deal with this.

Unfortunately, we see that even today on the House Floor, we will have measures that end up trying to close down some of the efforts for airspace redesign and we will also, I think, see an effort, at least I saw one amendment crafted, to thwart some of the consolidation.

Critical to the success of Next Generation and the day solvency of the FAA's facilities and equipment budget is the ability to realize the cost savings that consolidation and relocation can provide. We can provide new centrally located modernly equipped facilities that enable FAA to take advantage of new technologies and also take great steps towards the Next Generation air traffic control system. It does not make sense for FAA to continue to maintain old, obsolete facilities or the equipment housed there.

However, in a fit of parochial politics, again some Members are against seeking to put a moratorium on consolidations even today. I urge my colleagues to refrain from such actions and continue to allow FAA to manage the Agency's resources properly.

It also applies to FAA's attempts, as I said, to redesign our Nation's air space system. We have an air space system in the northeast that was designed, what, in 1987. Here, today, we are going to see another attempt to thwart a long process that we have tried to do in bringing in folks from around that region to come up with a new air space redesign.

One way to eliminate this sort of protectionism in dealing with the situation that I have proposed is a BRAC-like vote on a comprehensive plan for consolidation. I proposed that legislation similar to the one proposed by the Administration that would establish a realignment and consolidation board and a process for aviation experts to recommend to the President and Congress how best to align FAA's facilities and personnel in a manner that most effectively advances the capabilities of our Nation's air system and best serves the traveling public.

I would like to continue to work with my colleagues in the future on that provision. I hope we can adopt something.

Another option to create efficiencies under a tight Federal budget without risking safety is utilizing the private sector where and when deemed appropriate. Since 1982, the FAA has been contracting out air traffic control jobs to the private sector at VFR airports, visual flight rule airports. These airports that would not otherwise have a tower have service. Currently, 235 air traffic control towers are staffed by contract controllers, each of whom is certified by the FAA.

The FAA's contract tower program provides cost effective services—these aren't my words—"cost effective services that are comparable to the quality and safety of FAA-operated towers" according to then Inspector of the DOT, Ken Mead.

We found in another study before I became Chair of the Subcommittee that validated this and then one that I asked for validated these findings that the operational air deviation rate at contract towers is 2.5 times better than at similar all FAA-operated VFR towers.

In addition, in that September, 2003 report, the IG compared the cost to operate the 12 FAA towers to the cost of 12 contract private sector operated towers of similar size and operations and found

that each and every contract tower would save about a million dollars in operational costs than the all Federal towers. That is an average of \$992,000 less per tower annually. These savings could be freed up and use the resources towards making certain that those facilities and all our facilities are in adequate repair.

I defy anybody here to walk into the halls, in fact, of Congress or walk into the halls of any public building, government-run public building, and just look at the maintenance and the repair and the conditions and then go downtown and walk into almost any private sector building. You can immediately tell the difference in the repair.

Finally, I am not sure who does all of the maintenance and repair at these facilities, but if they aren't keeping it up, they should be fired or if it is a contractor that is doing this, a private contractor, their contract should be terminated because our facilities, when we are paying taxpayer money to keep them up and repaired, they need to be in the best repair.

I did visit at NAV CANADA—we don't have a witness here today—which privatized their entire system which I am not advocating, but I saw some of the best working conditions. I think we have some photos. You showed leaks and repairs. I don't know if we have these, but I have got plenty that I will be glad to show you about awesome facilities that the private sector provides their air traffic controllers in Canada.

Our air traffic controllers, our professionals, should have no less in facilities, accommodation or working equipment than these folks to the north of us.

Thank you.

Mr. COSTELLO. The Chair thanks the Ranking Member and recognizes the gentleman from Colorado, Mr. Salazar.

Mr. SALAZAR. I want to thank you, Mr. Chairman, for this important hearing.

You know, Mr. Chairman, I find it disturbing that the FAA has substantial maintenance backlog for repairs of many of their facilities. The current system I think, should be able to operate in a reliable manner while providing a safe and productive working environment for FAA employees. We simply cannot afford to wait on the current system as it deteriorates, and I agree that the 401 TRACON facilities need immediate attention.

I have been talking to my constituents back in Pueblo and different parts of Colorado, and they also believe that we need to focus on the 9,000 smaller buildings and the 13,000 tower structures that need attention because that is where the user is going to see the biggest impact. It is those 22,000 structures. In my district, for example, the flying public has raised many concerns with the decommissioned VORs, with the ILS shutdowns and numerous maintenance issues which directly affect the Colorado aviation system.

Transitioning to NextGen will require significant investment by every user in order to save taxpayer dollars to maintain legacy equipment. Users will be able to effectively budget the investment necessary to have access to the NAS if the FAA will clearly articulate and publicize the plan.

This was not the case when I approached the FAA about the concerns I had with a rumored co-location of the Pueblo TRACON. It took numerous letters, meetings and phone conversations before the FAA reluctantly provided me with rough details about their proposed plan.

The FAA's initial efforts to decommission Nav-Aids and consolidate facilities suggest that the Agency is aware of current and future budget problems they face, but I firmly believe the solution lies in working with the stakeholders instead of surprising them with emergencies.

I don't think it is too much to ask that every state has a clear idea of what the FAA plan is to decommission or consolidate facilities as a way to modernize the system. The key lies in communication. The FAA needs to work with the State and users instead of delivering a plan at the end of a long process that becomes the only available option.

I would also like to stress how vital the F&E program is to the users of the system in maintaining the existing infrastructure. It is critically important to being able to successfully move to NextGen.

I can't emphasize the point enough: When changes need to be made, communications with stakeholders is critical.

I look forward to the testimony today, and I thank the panel and the Members for being here.

Thank you, Mr. Chairman. I yield back.

Mr. COSTELLO. Thank you, Mr. Salazar.

The Chair now recognizes the gentleman from North Carolina, Mr. Hayes.

Mr. HAYES. Thank you, Mr. Chairman, and thank you for holding the hearing today and our witnesses for being here. We need to hurry up and get to the witnesses, don't we?

I think this is a unique opportunity for the FAA and NextGen, the controllers, the stakeholders, the users to get themselves together. As Mr. Salazar said, communication will be critical.

The FAA has assured me, and I have no reason to disbelieve them, that this is a new generation of cooperation, coordination and communication between themselves and the controllers and other folks. That is a great thing and I am convinced that they are going to do that, and I am going to enthusiastically encourage them to do that.

Having said that, Next Generation holds tremendous promise for the aviation community, everybody involved. If we do this right, it will be the FAA doing something for the aviation community instead of the FAA doing something to the community. As we move forward with that and making sure that facilities are appropriate whether it be combination, and communication with the folks who may be affected in a reasonable time to do that will assure that.

So, having said all that, Mr. Costello, I think this again is a unique opportunity to bring all the players to the table in the right frame of mind and come up with something that at the end of the day will be a tremendous improvement and a cost savings to everybody concerned.

I thank you.

Mr. COSTELLO. The Chair thanks the gentleman and recognizes the gentleman from Texas, Mr. Poe.

Mr. POE. Thank you, Mr. Chairman. I want to thank both of you for being here today.

I represent that area of Texas that has Beaumont, Texas with a TRACON, and we border Houston Intercontinental Airport.

As you know, Mr. Johnson, people are very concerned in Beaumont, Texas. I want to thank you at the outset for your willingness to come to Texas in August and go into the lion's den and explain to folks in Beaumont the FAA's concerns. I don't think it will be as vicious as maybe you are expecting, but I want to thank you for coming there.

I am not convinced that fewer TRACONs will be safer or more efficient, and I am also not convinced that having more airplanes in the air and having fewer TRACONs will be safer. I am also concerned about consolidation and whether it is really going to save anybody any money. We heard all that with the BRAC closings. Now we are learning that maybe some of these closings of military bases didn't save the taxpayers any money at all include Ellington Field in Houston, Texas.

As a side note, we have air traffic controllers that are getting old, and I am very concerned about the future of that profession because I do think it is a profession.

One other thing, just in my limited experience of being in Congress, FAA seems to have a reputation with me and my office and other offices, maybe Mr. Salazar's, of not being quite as easy to deal with in communication. It is interesting that FAA, of all things, cannot seem to communicate very well about what their positions. I hope that that reputation does change with some action.

I think one step, Mr. Johnson, is the fact that you are willing to come to Texas and state a position to the stakeholders down in southeast Texas who are very concerned about the loss of that facility in Beaumont.

So thank you both for being here, and I yield back, Mr. Chairman.

Mr. COSTELLO. The Chair thanks the gentleman.

Do other Members have opening statements?

If not, the Chair will go to our first panel of witnesses. Let me introduce the witnesses on our first panel: Mr. David Johnson who is the Vice President for Terminal Services, Air Traffic Organization with the Federal Aviation Administration and Mr. Steven Zaidman who is the Vice President of Technical Operations Services of the Air Traffic Control Organization with the FAA.

Gentlemen, I would ask you to summarize your statements. Your entire statement will be submitted for the record.

I would like to follow up on Mr. Poe's comment because I share his view concerning consolidation of some of the TRACONs, I think there has been a lack of communication on the part of the FAA communicating not only with Members of Congress but also the stakeholders as well to solicit their input.

That is one of the reasons why in the reauthorization bill, the House bill, that we put a mechanism in place that, in fact, has the stakeholders involved in the process, solicits their opinions, and it is a process if, in fact, it becomes law that I believe that everyone,

not only the stakeholders but everyone who is affected, will have the opportunity for their input. That is something that has been lacking.

Let me also mention that the Ranking Member of the Full Committee, Mr. Mica, made a couple of points that I agree with. One is that the amendments that will be on the Floor today, one dealing with both air space redesign and consolidation of facilities, I intend to go to the Floor to oppose both of those amendments. There is no question, as the headlines suggested, we have a major problem in the New York-Philadelphia-New Jersey area, and we should let the FAA move forward with the air space redesign and we shouldn't stop the process in my judgment.

Secondly, with the consolidation of the TRACONs, again there is a process that we would like to see in place in the base bill, and we need to move forward with that process.

Finally, before I turn to you, Mr. Johnson, let me say that I am concerned. While there is no question we have heard from Members in their opening statements that there are Federal facilities outside of the FAA that are rated as poor, similar to many of the facilities that we will be discussing today, the fact is that the Federal Aviation Administration has an authorized level of \$3 billion per year for the facilities and equipment account. The Congress saw fit at the request of the FAA to approve an authorization of \$3 billion a year.

I will be interested in hearing from you as to why the Administration has requested less than the authorized level every year, knowing that many of these facilities need to be upgraded.

Finally, I would be interested in hearing from both of you. Everyone wants to see modernization as Mr. Mica and Mr. Hayes and everyone has commented on, but we all recognize that it is going to be a long process, that it may be as long as 10 years before it is implemented. The point that I made in my opening statement is that while we are focusing on NextGen and we all recognize that we need to move forward and we also know that it is going to take 10 years or so in order to get the system up and running, we cannot continue to neglect our existing facilities.

So what I would be interested in hearing from you is, one, why the Agency has not requested the full authorization level every year for the past three years and, two, my concern about all of the focus is on NextGen and neglecting the existing facilities that we are going to have to operate out of and from for the next 10 years.

With that, Mr. Johnson, you are recognized under the five minute rule.

**TESTIMONY OF DAVID B. JOHNSON, VICE PRESIDENT FOR
TERMINAL SERVICES, AIR TRAFFIC ORGANIZATION, FED-
ERAL AVIATION ADMINISTRATION; STEVEN B. ZAIDMAN,
VICE PRESIDENT OF TECHNICAL OPERATIONS SERVICES,
AIR TRAFFIC ORGANIZATION, FEDERAL AVIATION ADMINIS-
TRATION**

Mr. JOHNSON. Thank you, Chairman Costello, Congressman Petri, Members of the Subcommittee. We are pleased to appear before you today to discuss the Federal Aviation Administration's ef-

forts to improve aging air traffic control facilities and the worker conditions at those facilities.

Again, my name is Bruce Johnson, and I am the Vice President of Terminal Services in the ATO. I am responsible for all the towers, TRACONs and radar systems around the Country.

With me today is Steve Zaidman, the ATO's Vice President of Technical Operations, and Steve is responsible for the maintenance of the entire National Airspace System.

As you know, the FAA faces some tough challenges with some of our aging facilities. We have hundreds of air traffic control facilities around the Country and over 22,000 unmanned facilities and structures, and we recognize that we have maintenance and repair backlogs at a number of those facilities. We are addressing those on a continual basis.

We also have the challenge of making sure that the FAA will be able to reduce air travel delays by continuing on the path to a smooth transformation the Next Generation air traffic control system or NextGen.

To achieve these goals, we have developed the multi-tiered approaches below. First, we have our sustainment program which covers all maintenance and repair work. We also have a replacement program where we assess our facilities and replace them with new facilities when needed. Last, but by no means least, we are continuing our transition to NextGen by updating our equipment and technology.

As our facilities age, we strive to get the most mileage out of them. We complete hundreds of maintenance and repair projects at our staffed facilities every year. Maintenance and repairs impacting worker and operational safety, as always, are our first priority. Other high priority needs such as a leaking roof or an air conditioner outage during the summer are addressed immediately while lower priority needs such as new paint and carpet are planned through the normal budget cycle.

Additionally, we are taking steps to reduce the large maintenance and repair backlog. We are continually doing building condition assessments for various type facilities to determine what repairs are needed and how to budget for them.

Our transition to NextGen is also helping to address this backlog. As we move forward with NextGen, we are developing individual facility life cycle plans which will allow us to be more proactive in planning which of our facilities move forward. Additionally, we have facilities in our system that have so many issues that to repair and remediate them indefinitely would be financially unsound and, in some cases, completely at odds with NextGen.

A central element of the FAA's transformation into NextGen intersects with our work on replacement and consolidation of our facilities. Consolidation helps improve safety and efficiency by making new technologies available for controllers. These savings and improvements mean fewer air traffic delays and lower costs.

The FAA has proven that we can safely and efficiently consolidate both air space and facilities. For example, in 2002, the FAA consolidated the air space that used to be managed by five separate facilities in the Baltimore-Washington Metropolitan Area into one brand new facility called the Potomac Terminal Approach Control.

The Baltimore-Washington air space consolidation has been extremely successful, saving millions of dollars in fuel, reducing carbon emissions, reducing noise exposure and reducing delays.

However, we must note to the Subcommittee that H.R. 2881 as currently drafted would impose a moratorium on any FAA consolidation plans and prohibit FAA from managing our assets. This would halt our transition to NextGen at the time it is most needed. Additionally, it would affect numerous FAA programs including airport redevelopment and expansion.

We recognize that consolidation is a highly emotional and sensitive issue which is why the Administration proposed a process whereby objective recommendations would be made regarding which facilities to consolidate. Then public input would be considered. Presidential review would be required, and ultimately Congressional action would be necessary.

We believe this approach is the fairest way for FAA to make objective, informed decisions about facility consolidation. However, we must be able to continue forward with this initial group of consolidations while this process is being developed.

We strongly urge the Subcommittee to reconsider the Administration proposal when H.R. 2881 goes to the Floor for consideration. We are keenly appreciative of the uncertainty and concern change can cause, but it is simply unrealistic to expect that a major overhaul of the Nation's air traffic control system can result without it.

FAA's mission is to ensure aviation safety, and we want to do that in conjunction with minimizing delays as much as possible. As you all know, today's aviation system is operating at full capacity, making our transition to NextGen an absolute necessity.

At every phase, we are taking steps to minimize worker disruption and ensure smooth transitions. Wherever possible, we do not require anyone to relocate. In those cases where relocation is unavoidable, workers will be offered a fully paid move and notified well in advance of the transition.

In fact, worker conditions are always a major concern. Maintenance and repairs, replacement of facilities and transitioning to NextGen are all conducted with worker conditions in mind. We have procedures in place to protect worker safety as construction projects get underway.

FAA's transition to NextGen is a lengthy phased process. Until we achieve our final goals, we are committed to working on remedies available to us, whether that entails further maintenance and repairs or replacement of a facility. Our multi-tiered approach to maintaining, improving and replacing our aging facilities is designed to get us NextGen without any compromise in safety and with maximum levels of efficiency.

Mr. Chairman, this concludes our testimony. We will be very happy to answer any questions the Subcommittee may have.

Mr. COSTELLO. Mr. Zaidman, do you have an opening statement.

Mr. ZAIDMAN. No, I don't.

Mr. COSTELLO. So you have no testimony to present. You are here to answer questions?

Mr. ZAIDMAN. Yes.

Mr. COSTELLO. You will take the difficult questions, right?

Mr. ZAIDMAN. Absolutely.

Mr. COSTELLO. Okay.

Mr. JOHNSON, let me ask you. In your FCI, the Facility Condition Index, the assessment of the TRACONs and towers, it is my understanding that the FAA has only conducted and approved the FCI assessments on 89 of the 401 TRACONs and towers. Is that correct?

Mr. JOHNSON. Yes, Mr. Chairman.

Mr. COSTELLO. You have really only done an assessment on 89 of 401, so the vast majority of these TRACONs and towers have not been assessed.

Mr. JOHNSON. That is correct.

Mr. COSTELLO. I am wondering are you really in a good position to testify before this Subcommittee today or for the FAA to come here and talk about these facilities if you have only done an assessment on a small portion of that. Would you like to comment?

Mr. JOHNSON. Absolutely. What we did with the FCI program is we took a representative group of facilities which included this 89. We took examples from every type of facility that we had in the system. So we actually went through the entire list. We pulled out these as examples and did the full assessment on these 89.

We will continue to do 12 additional assessments every year, and again we will do different types and kinds of facilities as we do the assessment.

We think that the 93.2 percent rating that came out through the FCI is pretty indicative of the entire system as it looks now. We know that there are going to be outliers on that. But, in fact, the cost of these assessments, we felt like the 90 that we did was a fair assessment without burdening the budget to do every facility.

Mr. COSTELLO. When you say that you will do 12 a year, how do you determine which 12? How do you select those facilities?

Is it based on complaints? What is it based on?

Mr. JOHNSON. The planning group that we have will go through and, again, make sure that they take facilities from every group. It could be, in fact, that some of these are indicative of what may have happened during the case and in the case we had issues with some of the facilities, then we would put those on the list to be assessed.

Mr. COSTELLO. If there are a number of complaints at a particular TRACON or air traffic control tower, you would definitely put them on the priority list, is that what you are saying, versus a facility where there are no complaints?

Mr. JOHNSON. Right. We would want to look at those where we knew that we had issues.

Mr. COSTELLO. Do you have a process for investigating complaints from controllers concerning health complaints?

I think we will hear testimony in the next panel and I have read testimony about mold and other conditions and that these conditions are causing health problems with employees and with controllers. What is the process to make an assessment of a controller's health based upon any complaint that may be made?

Mr. JOHNSON. Well, there are, of course, always forms that are filled out by the controllers if they feel like that there was cause to do so, especially in the facility. At that time, the facility man-

ager would confer with the tech ops managers, and they would look at whatever condition it was that might have caused the complaint to be filed or the CA1 or CA2 forms that we call them if a controller is seeking medical attention or has an issue in facility.

Mr. COSTELLO. Can you or Mr. Zaidman tell the Subcommittee today how many forms have been filled out and filed with the Agency from controllers or any employees that have complained about health problems that they believe are a result of these unsafe and unhealthy conditions in the last year?

Mr. JOHNSON. I am sorry. I can get that for you, Mr. Chairman, but I don't have that information with me today.

Mr. COSTELLO. You must have some idea if there has been a complaint filed in the last six months. You have to have some idea. I don't expect the exact number.

Mr. ZAIDMAN. I can tell you specific to facilities but not a total at this time, Mr. Chairman.

Mr. COSTELLO. Can you move your microphone a little closer?

Mr. ZAIDMAN. Yes. For instance, we have had issues at Jacksonville. We have had issues at Dulles Tower, for example, and we have had between 5 and 15 controllers fill out this form, which is called in our parlance a CA1, indicating some health issues as a result of some unsatisfactory conditions in the facility.

Mr. COSTELLO. Walk us through the process. Once the form is filled out by a controller or an employee who says that they believe that they have a health problem related to the unsafe, unhealthy conditions, what is the next step after they fill the form out?

Mr. ZAIDMAN. Yes, and whether or not the form is filled out, it is the same process.

We have trained people called environmental and safety officials. They are FAA employees. We bring them in. We do a visual inspection often times with the employees. We assess the condition. We typically bring in a third party to do air samples when required. We mitigate the issue right away to the best of our ability, but there is also an underlying issue, a structural issue, many times, for why this happens.

We hire an engineering firm. We do an engineering assessment. Depending on the severity of the problem and the criticality of the issue, then we enter into what is called a corporate work plan to make the permanent repairs.

Mr. COSTELLO. Mr. Johnson, two questions that I asked before your testimony: One, can you tell the Subcommittee why the Agency has only submitted a request for \$2.5 billion a year, much less than the Agency requested the authorization level to be at \$3 billion?

The Congress approved a \$3 billion authorization every year for the last 3 years in order to address these problems for the facilities and equipment, but then the Agency only requested less than what was authorized.

Mr. JOHNSON. I can tell you about the process coming out of Terminal. We do our assessment of what we feel our needs are. That goes up through our Air Traffic Organization Financial Group, and then they work with the ATO Financial Group to come up with the request. Sometimes, as you know, the request was for more. It goes

through the two financial groups and comes out at a different number.

So we make the request based on the amount of money that we feel like we would need, say, in Terminal. I can't speak for what En-Route or Tech Ops do, which obviously is considerably less than the total. I don't know where or know how the cut line is made.

Mr. COSTELLO. By the FAA's own admission, I mean you recognize these facilities are old. Some of them are in need of repair. You recognize that and everyone admits that.

It is your responsibility. This is your area of responsibility. Are you saying that you agree with the fact that you are receiving less than what the Congress has approved in order to carry out your duties and responsibilities?

I am not asking you to answer for the higher-ups as it goes through the food chain. I am asking you your responsibility for these facilities. Is the \$2.5 billion a year adequate or would it have been better for the \$3 billion to be approved so that you could have spent additional money to repair these facilities much quicker than what has been done?

Mr. JOHNSON. The \$2.5 billion is adequate for the amount of work that we could get done in any given year to work on the facilities.

Now, again, I don't know. It is hard for me assess what comes out of Tech Ops and En-Route, reference the amount of money that comes out of Finance.

Mr. COSTELLO. So your answer is that the \$2.5 billion is adequate for your needs?

Mr. JOHNSON. The 2.5 is the amount of money that we get to work with, and we will use that money to the best of our ability to make the repairs that are needed in the terminal.

Mr. COSTELLO. But the additional money certainly would have helped.

Mr. JOHNSON. Additional money would help, but the money that we get is the money that we use every year.

Mr. COSTELLO. The Chair at this time would recognize the Ranking Member of the Full Committee, Mr. Mica.

Mr. MICA. Thank you. Just a few questions and I am going to have to go down to the Floor to try to protect our turf here in a second.

Mr. Johnson, we have, what, about 400 and some towers total in the system?

Mr. JOHNSON. Correct.

Mr. MICA. I have 327 of those that FAA owns, correct?

Mr. JOHNSON. Correct.

Mr. MICA. Now there are also 74 airport-sponsored towers. Do they maintain them themselves or does FAA?

Mr. JOHNSON. They maintain them to the extent they can.

Mr. MICA. Were they part of your study or review? Did you review any of those?

Mr. JOHNSON. Yes, we did.

Mr. MICA. You did. How were the conditions with those compared to the all FAA towers, about the same?

Mr. JOHNSON. I would say they were representative from across.

Mr. MICA. We have FAA in charge of, then the responsibility for what, about 250 towers, maintaining them?

Mr. JOHNSON. Right. Yes, sir.

Mr. MICA. Is that all done in house or is some of that contract, the maintenance?

Mr. ZAIDMAN. Well, we have a responsibility for maintenance, and on occasion we do contract out.

Mr. MICA. But I mean can you tell me is 90 percent of it maintained by FAA and then 10 percent contracted out?

Mr. ZAIDMAN. The physical plants are virtually all maintained by FAA. We do contract out.

Mr. MICA. Have you looked at contracting that out?

Mr. ZAIDMAN. No, we haven't.

Mr. MICA. I will tell you one thing. I was the Chief of Staff for Senator Hawkins from 1981 to 1985. I used go to into the Federal building in Miami, and every day it was a depressing entry.

In fact, I go into these halls there, the Congress. It is depressing. This is like a medieval event where people throw their trash out and leave things, garbage in the hall. The maintenance is done in house, and it is terrible.

I will never forget going into the Miami courthouse one day in the early eighties. I looked in. You are from Miami. Everything glowed. It was clean. The elevator was clean. I walked in. I said, what happened? They said, we contracted out the maintenance, and we got a firm to do it.

Now if that maintenance is bad, somebody should be responsible. Do you have trouble firing people in FAA that don't conduct the maintenance?

None of our professionals, whether they are in the FAA building, which again is not my favorite place to visit for viewing modern, well kept buildings, why can't you get a handle on that?

Mr. ZAIDMAN. Let me just say I may be a little biased being a Federal employee for most of my life, but I think we have the best workforce and I would match it—

Mr. MICA. The maintenance workforce?

Mr. ZAIDMAN. I think they are terrific. I think they do a wonderful job. I think our challenge—

Mr. MICA. Well, that is not the report we are hearing here.

Mr. ZAIDMAN. I think our challenge—

Mr. MICA. How about repairs?

Okay, here is Grand Rapids. Was the leak in Grand Rapids?

Mr. ZAIDMAN. Yes.

Mr. MICA. What is the story with Grand Rapids?

Now I am a former developer. Leaks in a roof will drive you batty. I have some that just have taken months and sometimes years to resolve. Is that problem here or is there a problem with the process of getting that repaired in a hurry?

Mr. ZAIDMAN. We have, like was stated, 22,000 facilities. We have issues with less than 1 percent of those. Grand Rapids falls under that 1 percent.

Mr. MICA. I heard that it is still not fixed.

Mr. ZAIDMAN. It is an ongoing problem. We have just issued—

Mr. MICA. It is one of these chronic difficulties that sometimes we have. Florida is terrible because we get the heat and the expansion. It is very difficult to solve some leaks.

Do you keep a repair list and is it prioritized?

Mr. ZAIDMAN. Yes, we do.

Mr. MICA. Do we have that? Does the Committee have a copy?

Mr. ZAIDMAN. We can get you one.

Mr. MICA. Okay, I would like to see a copy because I think we should know.

Do you give that to the appropriators or do you just give them a total dollar figure?

Mr. ZAIDMAN. Well, if it is in our budget, we give them the individual projects.

Mr. MICA. I think it would be good for our Committee to look at how that is done.

Mr. ZAIDMAN. Be glad to do it.

Mr. MICA. Finally, replacement of buildings, you have a list of those and the order in which they would be replaced. I would imagine that also with TRACONs and others that we are looking at consolidation. We would look at where it makes sense to replace the buildings with new facilities and new equipment and also getting into Next Generation equipment.

Mr. ZAIDMAN. That is correct, sir.

Mr. MICA. You have that list and it is all prioritized. Do we have a copy? Can we get a copy?

Mr. JOHNSON. You should have a copy, but we will make sure that you get another copy.

Mr. MICA. I haven't seen it, but I would like to see that.

Thank you, Mr. Chairman.

Mr. ZAIDMAN. Thank you.

Mr. COSTELLO. Thank you, Mr. Mica.

The Chair now recognizes the gentleman from Colorado, Mr. Salazar.

Mr. SALAZAR. Thank you, Mr. Chairman.

Mr. Johnson, does the FAA have a master plan as to how we get from where we are today in updating and doing the maintenance on these TRACONs and whatever until we get into the Next Generation air system?

Part of the problem is that we are surprised by so many things that happen, and many times when we ask FAA what is going on, we don't really get an answer. So could you maybe let us know if there is a master plan of some kind?

Mr. JOHNSON. There is a facility master list that we have that, in fact, has rated all 534 facilities. There is no master plan per se for replacing those. What we do is up through 2014 we have a list of, I believe, 33 replacements that we are working on right now.

As we do each and every one of those facilities, as they come up for replacement, we look and see what makes sense for those facilities around the new facility, whether it makes sense to consolidate at that time. So it is kind of an ongoing process as we work down the list, what is around there, what would fit, what are the operational conditions that would fit in the facility, and we try to make good judgments about what would make sense to put in there.

We are always looking ahead to the NextGen. We know we have several operating systems in some of the smaller facilities that are not going to work with NextGen. So we are looking to try to get as many facilities into the STARS or IIIE platforms, which are our newer operating systems, because we know that will work with NextGen.

A lot of the time, what we are doing is looking to bring those facilities into the newer facilities that have the operating system. So it is ongoing.

Mr. SALAZAR. Wouldn't it make sense to have some kind of master plan that all of us would be familiar with and maybe that you could submit to Members of Congress so that we could maybe make some comments?

This picking and choosing just doesn't seem to when you get to different facilities when they need repairs or whatever. I mean it just seems to me that most business plan ahead for the next 10 years or next 5 years to figure out where they are going to be at and that way we have a better handle on what the costs are going to be.

Excuse me.

Mr. JOHNSON. No. It is a good question.

Of course, out to 2014, we are pretty solid in what we are going to do.

Now looking at each facility as we do them, what makes sense to consolidate, that is ongoing. That is what is contained or certainly what we would like to see in the bill, that we get a process that looks at, with the constituents, with the stakeholders, certainly with you about what makes sense, and I think that would fulfill that need as we move along.

It would be very difficult to try to do some sort of entire master list because conditions change so often. Airlines change hubs. They move around. Things happen in the system. We have air space redesign. So we have to have agility and fluidity as we look at these plans. But we are trying to, again, as we build new, make smart decisions.

Mr. SALAZAR. Also, could you explain a little bit about your objections to H.R. 2881?

Mr. JOHNSON. Well, I think for us, the key is that we need to be able to continue to do the consolidations that we have already announced that we need to do. The reason for that is that we are already in the funding process. So any change or stoppage to that would mean that we would have lapsing money in next year.

If we had to stop, if we had a two year hold, we would lose about \$110 million in lapsing funds out of that. This would also mean that any projects around the Country would be held up for a couple of years.

A very good example of how this fits together is the new tower going in at Dayton. If we have to put that off at Dayton, the current tower at Dayton sits right on the terminal building. Well, the airport has plans to tear that terminal building down and do modernizations, and they have money invested in that. If we can't move our tower off there because we can't build new, that puts their plans back two years, so the snowball effect.

We have a lot of projects on the book that if we had to stop now in what we were doing, it would delay all of those by a couple of years, maybe even up into four years, because we would have to do replanning. We would have to make decisions on whether we were going to put a TRACON with them or not.

In cases where we hadn't planned to put in a TRACON, if we had to go back, the siting would have to be redone, the planning. The entire process would have to be redone. As NextGen goes and for what it would do to the system, it would be not good.

Mr. SALAZAR. Thank you, Mr. Chairman. I yield back.

Mr. COSTELLO. I thank the gentleman.

Let me clarify a point, Mr. Johnson. You are not testifying before the Subcommittee that the reauthorization bill stops the process, are you?

Mr. JOHNSON. It was my understanding that that was the language. You had expressed earlier that was not the language. So as long as the language that goes through does not stop us, then that is what we would like to see.

Mr. COSTELLO. For the record, let me clarify the point because we spent a great deal of time discussing how we should go forward in the reauthorization bill. It does not stop the process. It does not rescind the money.

What it does is it requires the FAA to come up with a plan working with stakeholders, and it gives, I believe, a nine month period where they have to produce a plan, but it does not stop what is ongoing in the process.

If we wanted to do that, we would not have Mr. Mica and Mr. Oberstar on the Floor of the House right now. They will be speaking against an amendment that would stop the consolidation of a particular TRACON. So it is not the intention of the Committee or the legislation to stop the process.

It is to be more inclusive so that the stakeholders have a voice in this, all of the players including the American people through both public hearings and through the Federal Register, that they have an opportunity as well to voice their concerns and to have their opinions heard, but it certainly does not stop or rescind the money.

At this time, the Chair recognizes the Ranking Member, Mr. Petri.

Mr. PETRI. Thank you very much.

I wonder if you could discuss this issue of the adequacy of maintenance of facilities from the point of view of the traveling public. What concerns, if any, should they have?

Is it at a point where it affects, in any way, service and safety and the timely operation of the system? If it is not, what would we need to look for as warning signs or how could it affect the traveling public?

Mr. JOHNSON. Let me start off, and I will turn it over to Mr. Zaidman to finish up.

In every case, on every day, in every situation, we will put safety first. So whether it is something that happens in a facility, if we would need to curtail operations, bring operations back, we are going to make sure that the system stays safe. Now, hopefully, anything that would happen would be a quick fix.

We have examples in the past where the actions that we took, we thought were the best actions, and it turned out after reviewing that, we could have done better. We certainly publicly acknowledge that and we learn from those and we are going to get better. Hopefully, we won't have very many occasions to get better, but history would tell us that is different.

In every case, Congressman, we are going to make sure that we keep the system safe. The traveling public needs to know every time they get on an airplane that they are going to be in a very, very safe system, in fact, the safest system in the world.

Mr. PETRI. As you know, we are very interested in the improvement of the system. It is called NextGen, the whole new technology that people are deploying around the world and we are hoping will be deployed in the United States.

How does this issue of facility maintenance affect, if it does at all, our ability to move forward as rapidly as possible with the new technology and moving to the new system?

Mr. JOHNSON. Well, I think the key in that is that as we look and as we build new facilities and as we have new operating systems in the field. The reason we have so many facilities, the large number that we have, is when we put in a radar system, we had to put in a TRACON. So it was one for one. You put in a radar. You had to have a TRACON to receive it because one operating system would only take one radar system.

Now with STARS and the ARTS IIIE system, we can take 16 feeds in there. We now have the ability to do consolidations and colocations. That is why we want to make sure as we build new facilities, and we are able as NextGen starts to come online. We want to have as many facilities as we can on an operating platform, either the STARS or the ARTS-IIIE so that it can hook into NextGen and we can utilize that tremendous technology that is coming.

Certainly, with ADS-B, which will allow us one second updates and will allow us to decrease the separation standard, that is going to be huge for capacity. We want to make sure that we are ready on the facility side. We want to make sure that as we need to do air space redesign, that the facilities are ready to do that. That is a huge part of consolidation.

It is looking at facilities where we can actually start to erase lines between facilities. Having one operating platform means that we don't necessarily have to go from five miles down to three miles just because we crossed an imaginary line in space from an en-route facility to a terminal.

So being able to consolidate facilities, we can start to rub out those lines. We can move three miles all over the system. That is going to be huge for capacity, for reducing delays, for increasing the safety in the system with one second update. We want to have as many facilities ready for that as we can as we move forward.

Mr. PETRI. One last question: I know it is true in our family life, and I am sure it is true in business. If you are going to be making some changes in the next few years, the amount you are willing to do in serious restructuring or long term maintenance might go down.

Is there an impact on maintenance of facilities from the prospect of this whole new system which may require a different array of

facilities and so on? Is that affecting long term maintenance and so on of the facilities or not?

Mr. JOHNSON. Steve can probably add to this.

It is really almost mutually exclusive in that we can use our present facilities as long as they have the operating system that will merge with the NextGen technology. We know that as we move forward we are going to have this legacy system out there that we have to make sure stays in good working condition, and that is where we will be using our sustain and our modernization money as we forward.

Hopefully, we will have this two-tiered effect going on where we will be building new. We will be bringing facilities together into common operating platforms, and then, again, we will be doing the rebuilds with the new facilities.

Mr. COSTELLO. The Chair thanks the Ranking Member and now recognizes the gentleman from New York, Mr. Hall.

Mr. HALL. Thank you, Mr. Chairman and Mr. Ranking Member and thank you to both of our illustrious witnesses.

I just wanted to make a point. First of all, if I understand the numbers correctly, Mr. Johnson, your concern about losing \$110 million due to H.R. 2881 could be looked at in light of the fact that the FAA has chosen not to request the full \$3 billion that was authorized and chose to instead only ask for \$2.5 billion. There is actually \$500 million available to help out at any time should you feel yourself \$100 million short.

But I wanted to ask in particular about the New York TRACON and Washington Dulles towers which were evacuated recently due to high levels of carbon monoxide. Similar incidents have taken place in Jacksonville, San Jose and elsewhere.

But being from New York, I am particularly aware of and concerned about the fact that at the New York TRACON, the operations manager would not allow the controllers to leave the room or permit first responders to enter despite the fact that several controllers were exhibiting symptoms of carbon monoxide poisoning. Some of the controllers needed to be taken to the hospital for treatment.

I guess the questions are: What are the early symptoms of carbon monoxide poisoning before one becomes unconscious and would they affect the ability to take proper actions as air traffic controller?

Is this consistent with your written and oral testimony that worker conditions are always a major concern?

Mr. JOHNSON. Sir, I don't have an answer to your first question on what would be the symptoms, and I wasn't there during the event.

I can tell you that during a review of especially the New York incident, we had some real good lessons learned there. I think having 20-20 hindsight, we certainly would have gone back and let the first responders in so that they could have taken immediate readings in the control room. In fact, we have put out guidance in the system that we make sure that we do that.

The example at Dulles, as soon as we had the gentleman that was using the saw down at the base of the tower, by the way, which was not coordinated through Tech Ops or any of our folks,

the first thing that they did was call the first responders to come in and take a reading. So we were happy about that. We are never happy when we have an incident or an issue.

I really don't have much to add to your statement other than I will certainly take your statement. There are a lot of different versions of the story, what happened at New York. We are certainly concerned any time we have an employee who think that they are unable to continue.

I would certainly be happy to talk to you later about any or all of those issues. I would just say that we did learn from them, and our commitment is that we are going to try to do better each and every time.

Mr. HALL. Thank you. I appreciate that.

I am also curious if the manager's decision-making process in New York to keep the staff in the tower and on the job was influenced in any way by lack of adequate backup staffing or staff capacity to cope with the temporary loss of operational personnel.

Mr. JOHNSON. I don't. Certainly, the information that we got in the aftermath, that did not occur. In fact, we were told that people were offered breaks and in fact took breaks. Again, not being there, I can only offer you third party information that I had.

Mr. HALL. I appreciate that.

Just one more question about an incident at Wilkes-Barre at the tower, Wilkes-Barre, Pennsylvania, which was reported under Chapter 5, Section 1, Paragraph 74 of FAA Order 6930.25 Maintenance of Structures and Buildings concerning the degeneration or deterioration of the tower, wind vibrations causing fatigue and members' loose bolts and nuts, cracked members and welds, chafing of attached components, et cetera.

You are probably familiar with this report.

Members may deform under loads of ice and snow. Repairs that cannot be made immediately will be scheduled for priority action.

Given this last statement in the above FAA order, can you explain why for over 10 years this structure at Wilkes-Barre has still not be corrected?

Mr. ZAIDMAN. I will take that one.

We did have some safety issues at Wilkes-Barre. We fixed them some 18 months ago. It is not a permanent solution. One of the challenges that we have is finding new real estate to relocate the tower on. We need to rebuild it and find some place to put it on.

So, for the meantime, we are making repairs. We have made them. We are monitoring it, and are looking for real estate to relocate and build a new one.

Mr. HALL. Thank you, both of you. I just once again remind you that there is money available from Congress to deal with these things in a more timely fashion.

I yield back, Mr. Chairman. Thank you.

Mr. COSTELLO. The Chair thanks the gentleman and recognizes the gentleman from North Carolina, Mr. Hayes.

Mr. HAYES. Thank you, Mr. Chairman.

Gentlemen, one quick question, what independence and autonomy does an individual supervisor have at a facility when he has got a maintenance problem?

How much independence does he have to advocate to his upper management, we have a problem, we need to get it fixed?

Mr. JOHNSON. Well, I know on the Operations side, they would immediately get in touch with the Tech Ops folks, report the problem and hopefully, typically, in a facility, get very quick results.

I would just like to add to what Mr. Zaidman said earlier. From a technician side, I think we have one of the finest workforces on the Tech Ops side that I have ever seen, certainly demonstrating almost heroic efforts and achievements after Katrina to put the system back together.

Mr. ZAIDMAN. I will just add to that. What we have done is we decentralized our internal budget. We don't have a bureaucratic chain. If essential repairs are needed, it keeps on going up to my level. We have subdivided into districts. We have 46 districts.

We give people the money, and we say, if you have a priority, you fix it. You don't have to come to Washington to get permission.

Mr. HAYES. I appreciate that.

I think it is obvious to everyone the high level of interest in this Committee in safe, reliable working conditions and some of these issues. If you stop the leak, then the maintenance staff can take over before the tech staff has to come in.

Thank you, Mr. Chairman.

Mr. COSTELLO. The Chair now recognizes the gentleman from North Carolina, Mr. Coble.

Mr. COBLE. Thank you, Mr. Chairman.

Good to have you all with us.

Mr. Chairman and Ranking Member, I was talking to a couple constituents back in my district recently, and one constituent admitted he had never flown. He said, I have great fear of flying. The second constituent admitted he flies frequently. He says, my main regret is having to go through an airport to get on the plane.

Airports are becoming more and more unpopular, and I am not blaming you all for that. I think it is just the era in which we live.

I think you may have touched on this in response to Mr. Petri's question, Mr. Johnson, but I assume that special consideration is extended for maintenance and/or improvements which are deemed necessary from a flight safety perspective. Is that correct?

Mr. JOHNSON. In every instance, certainly if it has a safety aspect to it, it rises to the top of the list. Yes, sir.

Mr. COBLE. I am encouraged to hear that because I think safety should never be compromised.

Let me ask you this. Regarding sponsor/airport-owned facilities staffed with FAA controllers, how do you go about addressing the facility maintenance and construction under this scenario?

I guess my specific question is who is responsible for funding maintenance and construction?

Mr. ZAIDMAN. Within FAA, we have three directorates, if you will. One is Mr. Johnson's, that is responsible for coming up with the budget requirements and the architectural studies for terminal facilities.

We have a different vice president, Mr. Day, who does the 20 en-route air traffic control centers, and I do the remaining work for that. Within my area, I am responsible for the construction of facilities.

The other vice presidents that I alluded to are responsible for setting the priorities, the requirements, and getting the budget to do that.

Mr. COBLE. I got you.

Mr. Johnson, you touched on consolidation earlier. Let me put a three-pronged question to you.

Does the FAA terminate employees as a result of consolidation, a; b, how does the Agency look after its employees as the Agency moves forward toward efficient facility management; and finally, if you continue to consolidate will some employees be terminated?

Mr. JOHNSON. Thank you.

No, on the termination question. We need every air traffic controller that we have in the system right now, so we would not do anything that knowingly would cause us to lose air traffic controllers.

When we do consolidations, we give longtime lead notice. There is coordination with the union on what is going to happen. We pay full PCS moves, which is permanent change of station, as you know, when we move the employees.

Usually, during the lead time, some of the employees may bid on other positions to go to other places. Typically, on consolidations, if we are just moving the TRACON, the tower facility will stay. So some of the employees may decide to remain at the tower and work in the tower only. Some of the employees may decide to go to the consolidated facility and work in the TRACON.

Mr. COBLE. I got you.

Mr. JOHNSON. There is no difference. In fact, we are actually going to add controllers to the system from where we are now.

Mr. COBLE. I thank you, sir.

Mr. Chairman, I want you to take note that I am yielding back my time before the red light appears.

Mr. COSTELLO. The Chair thanks the gentleman and would ask other Members to consider doing the same.

The Chair now recognizes the gentleman from Tennessee, Mr. Cohen.

Mr. COHEN. Thank you, Mr. Chairman.

Mr. Johnson, I don't know if it would be you or your fellow there, but I believe it would be you.

The numbers reviewed by our T&I Committee staff show the backlog of building maintenance repairs somewhere between 250 and 350 million dollars. FAA appears to be spending less than \$60 million making those repairs. Why have we not requested or you not requested more money from Congress to make those necessary repairs?

Mr. ZAIDMAN. Yes, thank you for the question.

Well, back to the budget, we request what we need in terms of the F&E program. That was stated before. I am sure you aware that we have requirements on the Operations side as well, and so what we have to do is balance our day to day Operations budget, which does include the day to day maintenance and repair. It doesn't come out of the F&E account, which handles major capital construction projects.

So we look at both of these and try to balance the need for ongoing maintenance and emergency repairs with the need for new con-

struction of major facilities, which comes out of a different account. We put that together and go back to the Congress with our request which includes both the Operations side and the capital side.

Then, obviously, the third part of the budget is the grants program which is the Airport Improvement Development program, which also comes out of our budget.

Mr. COHEN. I understand that, sir. Do you think that 50 to 60 million dollars is inadequate to maintain the facilities that we have?

Mr. ZAIDMAN. No. No. We need. Obviously, with 22,000 structures and buildings, we can only touch a portion of those each year, and we prioritize them.

Mr. COHEN. Then why did you not request more monies from this Congress in the past?

Mr. ZAIDMAN. Because we requested what we needed in the Operations budget, which handles the critical repair and infrastructure repair. That, in turn, competes, if you will, against the capital budget. So we are able to come up with a total budget amount and present it to you.

Mr. COHEN. Could you not have requested more?

I mean at Christmas, I make a list. I used to make a list as a kid. I didn't stop with just a bicycle. I went for the basketball and the football.

Mr. ZAIDMAN. Well, internally, we do have our deliberations, and that is compared to the rest of the Department's needs and the Country's needs. I am sure you are more aware of the budget process than we are.

Mr. COHEN. Do you have any idea how much money we spend in Iraq for these types of facilities?

Mr. ZAIDMAN. Well, I have read in the press what we spend.

Mr. COHEN. Well, I haven't. Would you help me?

Mr. ZAIDMAN. I couldn't tell you offhand.

Mr. COHEN. Do you have a ballpark figure?

Mr. ZAIDMAN. I focus on aviation.

Mr. COHEN. But you have read the paper, so help me with what you have read.

Mr. ZAIDMAN. No, I couldn't cite a number today.

Mr. COHEN. You don't remember.

Mr. ZAIDMAN. Correct.

Mr. COHEN. Do you work at the Justice Department? They don't remember anything either.

Mr. JOHNSON, do you remember or have any idea?

Mr. JOHNSON. Restate the question again?

Mr. COHEN. How much money we are spending as a Government in Iraq and Afghanistan, for that matter, on their aviation.

Mr. JOHNSON. I do not know what the aviation figure that we are spending in Iraq. I know we support them with people that we send over there, but I don't know what the infrastructure costs?

Mr. COHEN. How about their infrastructure? Do you think we are just operating on Saddam's infrastructure?

Mr. JOHNSON. No.

Mr. COHEN. We destroyed it.

Mr. JOHNSON. Right. I think a lot of the radars that we are setting up there are radars that we have sent over.

Mr. COHEN. Can you get us that information?

Mr. JOHNSON. I certainly can try, sir.

Mr. COHEN. It is just, I think, another example of where we have inadequate monies here for our security and yet we are supplying it over there.

Let me ask you this. Do you all have any knowledge of what the situation is with the Memphis air traffic control, what repairs need to be made, what problems there might be?

Mr. JOHNSON. I don't. I don't, not in Memphis.

Mr. COHEN. Are there no problems in Memphis?

Mr. JOHNSON. That would probably be on the unsafe side to say there are no problems. I am just not sure or aware of any.

Mr. COHEN. Mr. Zaidman?

Mr. ZAIDMAN. No, not sitting here offhand. It hasn't come to my attention.

Mr. COHEN. So Memphis is in great shape.

Mr. ZAIDMAN. Well, I am not saying that, but we could certainly look at it. In terms of the priorities that we see on a day to day basis, Memphis is in pretty good shape.

Mr. COHEN. There was a report of a near crash the other day. Are you aware of that?

Mr. JOHNSON. Not at Memphis, I am not. I am sorry.

Mr. COHEN. No, it wasn't in Memphis. It was elsewhere. I think what I read—I did read that newspaper report—was that it might have had something to do with maybe inadequate training of the controllers or the inexperience of the controllers. Do you remember?

Mr. JOHNSON. I don't. I am sorry.

Mr. COHEN. You are not aware of that.

Mr. JOHNSON. I don't know.

Mr. COHEN. Thank you, Mr. Chairman. I yield my time.

Mr. COSTELLO. I thank the gentleman.

Just a quick question and point. The question is you, Mr. Johnson, Mr. Zaidman, you really do not have the final say-so in what the level of your budget is for the F&E account, do you?

Mr. ZAIDMAN. No, but we input our priorities, and that is correct.

Mr. COSTELLO. I didn't understand. Can you pull the microphone closer?

Mr. ZAIDMAN. I am sorry. We don't have the final say. We are part of the process but not the final decision-maker on that.

Mr. COSTELLO. As part of the process, do you request a specific amount for the F&E account?

Mr. ZAIDMAN. We request it by project. So when you add it up, it does come to a specific amount.

Mr. COSTELLO. Do you recall for the current fiscal year what amount you requested within the Agency?

Mr. ZAIDMAN. No, I don't recall.

Mr. COSTELLO. Do you have any idea? Do you know what you requested or spent the year before, the prior fiscal year?

Mr. ZAIDMAN. Well, the capital account was about \$2.5 billion. That has been consistent over the past several years.

Mr. COSTELLO. Do you recall if you ever requested in the past 3 years over \$2.5 billion?

Mr. ZAIDMAN. Well, in our total deliberations, and we rank the projects, they come above \$2.5 billion. So yes, in terms of if we were able to do everything that our staffs ask us to do, it would exceed \$2.5 billion. I don't want to call it a wish list but a list of potential projects.

Mr. COSTELLO. You are telling this Subcommittee that internally you received every dollar that you requested from within the Agency?

In other words, you put a request in. This is what we are going to need to do everyday maintenance and repair of the TRACONS and the air traffic control towers. We need \$2.5 billion and no more, and you got every dollar you requested.

Mr. ZAIDMAN. We don't get every dollar we request internally when we add it up. It would go far beyond.

Mr. COSTELLO. Mr. Zaidman, that is my whole point.

Mr. ZAIDMAN. Okay.

Mr. COSTELLO. I mean the point is whether you requested more. This Congress authorized for the last 3 years \$3 billion each year. The Agency requested \$2.5 billion, \$500 million less than the Congress authorized.

My question to you is, and I know you do not make the final decisions, so we are not here to beat up on you. What we are here to point out is that there are needs in the field that are not being met.

My question to you is this. You didn't make the final decision, but did you request only \$2.5 billion or did you request more and somewhere along the line in the Agency or OMB or in the White House, they ended up on a figure of 2.5 as opposed to what you requested?

Mr. ZAIDMAN. Well, the Agency requested 2.5, and internally it would be higher if we had an unbounded budget process.

Mr. COSTELLO. I know it would be higher. But my question is did you request more than the \$2.5 billion?

Mr. ZAIDMAN. Well, not me, personally. Not me, personally.

Mr. COSTELLO. Did your Department request it?

Mr. ZAIDMAN. No.

Mr. COSTELLO. Let us quit dancing around the issue and answer the question.

Mr. ZAIDMAN. I am trying. Internally, we have a committee which spans our Air Traffic Organization. The total requirements quoted will exceed \$2.5 billion to do all the construction and capital projects that we think we need to do.

Mr. COSTELLO. So, within the Agency, you made an assessment and said that we need more than \$2.5 billion to meet our needs, to address the needs. In the end, you received \$2.5 billion.

Mr. ZAIDMAN. At the staff level, the assessment was higher. But let me, if I can, Mr. Chairman. We also have an Operations budget. The Operations budget is the budget that addresses the maintenance and repair of the system.

Mr. COSTELLO. I understand.

Mr. ZAIDMAN. In that, we have adequate money.

Mr. COSTELLO. The Chair now recognizes at one time a former Chairman of this Subcommittee, Mr. Duncan from Tennessee.

Mr. DUNCAN. Well, thank you, Mr. Chairman. Thank you for the great job you are doing as Chairman of this Subcommittee.

Gentlemen, the testimony you have given so far and the answers have, I think, been very informative and helpful. There has not been anything yet that has really surprised me or shocked me, but there is one thing that I am very curious about.

Every time we have a hearing, we are given very formal briefing papers about the hearing, and these are, I am told, joint efforts by the staffs on both sides. I am sure that most of this information in here originally came from the FAA, but it says the thing I am really curious about. It says the FAA manages over 22,000 facilities.

You have an Agency with roughly 45,000 employees. I have been in many FAA facilities around the Country or quite a few anyway, and there are always many employees there. Now, surely this is wrong or there is a few thousand FAA facilities with just one employee or maybe thousands of FAA facilities with no employees.

I am just wondering. Surely, you can tell me this is wrong.

Mr. ZAIDMAN. Well, let me explain what those numbers are.

Mr. DUNCAN. Explain it to me.

Mr. ZAIDMAN. We have about 420, 450 facilities that are manned facilities, occupied by air traffic controllers.

We have structures that house electronics that are unmanned. These put out electronic signals in space for navigation, for instance, and they are counted as part of those 22,000.

We have radio towers that permit controllers to talk to airplanes and vice versa. That is counted as one of these 22,000.

Mr. DUNCAN. I see. So most of those 22,000 are unmanned facilities.

Mr. ZAIDMAN. That is correct, sir.

Mr. DUNCAN. Have you done any estimates of what the costs of maintaining all these facilities as opposed to consolidation of some of these facilities?

Have there been any preliminary studies or estimates made? Do we have any rough guess?

Mr. JOHNSON. We can tell you that on average when we build a new facility, which could include consolidation, the average cost is around \$30 million to build a new facility.

Now we have a high end on that, which is that we will spend \$90 million for a facility that may be constrained because of the siting. The new Phoenix tower TRACON was one of those. Because the siting was constrained where it was, we paid quite a bit of extra money for blast walls, and the cost of steel went up. The cost of concrete went up.

So even though we try to set that level at what we think we are going to spend for a facility, we have noticed over the last few years that our costs are rising by about 30 percent.

From a cost of facility, from a cost of consolidation, I don't have a figure for that.

Mr. DUNCAN. Do you have any idea how many new facilities you need at this time?

Mr. JOHNSON. Well, we have 33 on the list. We have around 78 facilities that are less than 10 years old that we have built, that are wonderful facilities that are out there. They get around 10

years old, and of course they are starting to need maintenance and upkeep.

Again, we have 33. Some of those are in various stages of completion in the system.

Then the list, the master list where we look at the needs of the facilities and when we would replace them on a priority order, all 524 facilities are on that list. That is reworked periodically when we get new information.

Mr. DUNCAN. You don't really have any estimate at this point about how much you could save by consolidation?

Mr. JOHNSON. Not from a total figure, no, we don't.

That kind of gets rolled up. Again, as we look at new builds and we look at what we are going to bring in, then we certainly have a figure for what it didn't cost us, cost savings, not to, say, build a TRACON onto a facility, usually four to five million dollars just for the structure itself. Then you start adding the electronics and the other gear, and the cost certainly climbs.

Yes, we could put very specific figures to that. I couldn't give you an exact figure because it depends on the size of the facility.

Mr. DUNCAN. One last thing I am a little curious about since Mr. Coble asked about would any employees be terminated and earlier Mr. Mica talked or mentioned about how it is almost impossible to terminate an employee. Do you have a rough guess as to how many FAA employees are terminated or fired each year?

Mr. JOHNSON. I would say it is a very small number. I don't have an exact figure, but I would say it is a very small number.

Mr. DUNCAN. All right. Thank you very much.

Mr. COSTELLO. The Chair thanks the gentleman and now recognizes the gentleman from Missouri, Mr. Graves.

Mr. GRAVES. Thank you, Mr. Chairman. I will be brief. I apologize for being late. I had a meeting with on CAFTA.

But I am very curious. One of the facilities, one of the tower facilities in question with the mold issue is the Kansas City tower which is actually a fairly new tower. We do have some mold issues there.

I sent a letter to Administrator Blakey with Senator Bond about a month ago and hadn't received a response yet. I was just curious if that issue is being addressed and hopefully it is being addressed quickly. I would like to see that cleaned up. I visited the tower about three weeks ago and took a look at the problem, and it is definitely there.

Mr. ZAIDMAN. Yes, sir, it is there. We just issued a contract to do an engineering analysis to determine what we need to fix. We anticipate issuing a contract award to clean up the mold and make repairs this September.

Mr. GRAVES. I would like if you would keep me informed of that. The biggest thing is I want to make sure it is being addressed and being addressed quickly, and if you would please keep my office in the loop on how that is progressing and what is happening.

Mr. ZAIDMAN. Be happy to. It is an issue for us.

Mr. GRAVES. Thanks, Mr. Chairman.

Mr. COSTELLO. The Chair thanks the gentleman.

Let me at this time thank you, Mr. Johnson and Mr. Zaidman, for your testimony. At this point, we will dismiss you.

Again thank you for being here this morning and presenting your testimony. We will have our staff follow up with the requests that Mr. Mica and others have made. I know that we have at least one list in our possession, and we may need to get another from you, but we thank you for being here today and for presenting your testimony.

We would ask the second panel, as Mr. Johnson and Mr. Zaidman leave the witness table, if you will come forward, please.

I will go ahead and make introductions as you are coming forward. In the second panel, we will hear from Mr. Patrick Forrey, the President of the National Air Traffic Controllers Association; Ms. Patricia Gilbert, Chair of the National Legislative Committee for the National Air Traffic Controllers Association; and Mr. Tom Brantley, President of the Professional Airways Services Specialists, if you will all three be seated.

Mr. Forrey, you are recognized under the five minute rule if you are prepared to find the right page and take your time. Whenever you are ready, you are recognized under the five minute rule.

TESTIMONY OF PATRICK FORREY, PRESIDENT, NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION; PATRICIA GILBERT, CHAIR, NATIONAL LEGISLATIVE COMMITTEE, NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION; TOM BRANTLEY, PRESIDENT, PROFESSIONAL AIRWAYS SERVICES SPECIALISTS, AFL-CIO

Mr. FORREY. Mr. Chairman, thank you again for the opportunity to come before your Committee.

My name is Patrick Forrey. I am the President of the National Air Traffic Controllers Association.

NATCA has been fortunate enough to enjoy a good working relationship with the Members of this Committee. As many of you know, our organization is the exclusive representative of over 14,000 aviation safety-related professionals.

Mr. Chairman, Ranking Member Petri, I would like to begin by expressing our sincere appreciation to both of you and the Members of this Committee for your interest in the conditions of the FAA's air traffic control facilities around the Country. We are particularly grateful for your willingness to learn about the experience of the employees who are working for these facilities. NATCA members can help to provide unique perspective on the state of the towers, centers and TRACONs nationwide.

NATCA recently conducted a field survey of over 200 facilities. The survey identified a wide variety of problems and needs. Conversely, there are also facilities that did not exhibit maintenance challenges. My colleague, Patricia Gilbert, who is sitting next to me on my left, will present on that survey's findings after my testimony.

The air traffic control system has made vast strides in safety and technology in its short existence. Unfortunately, many of the aging air traffic control facilities that house the systems and our controller workforce have gone unchanged or fallen into disrepair. More importantly, the facility maintenance has not kept pace with the weakening controllers' ability to operate the largest and most congested air space system in the world.

NATCA believe that with proper maintenance, many of these facilities can and should continue to be viable sites for air traffic control systems regardless of their age. In that respect, we strongly support the enactment of H.R. 2881, the FAA Reauthorization Act of 2007, which authorizes critically needed funding levels that will enable the FAA to make needed repairs and replacement of existing facilities and equipment.

We commend you, Mr. Chairman, and the Members of your Committee for that effort.

Simply stated, the maintenance and preservation of its aging air traffic control facilities has not been a priority for the FAA. On many occasions, we have been found FAA employees have been forced to work in conditions that are unsafe which, in turn, can create unsafe conditions for the flying public.

But just as concerning to us has been the repeated mishandling of unhealthy situations by FAA management officials. While buildings do get old and sometimes accidents happen involving harmful materials and noxious fumes, and by the way mostly by contractors, quick and effective management actions can mitigate the short and long term damage.

I have personally brought this to the attention of the FAA Administrator in the wake of many controllers still suffering debilitating serious health problems after exposure to harmful conditions. It is important for any employer to have the trust of its employees that they will have a safe working environment.

Exposure to these harmful contaminants has resulted in unsafe working conditions in many facilities across the Nation. In the Detroit tower, for instance, over 6,000 feet of mold contamination, an identical tower to Kansas City, by the way, was contaminated with material identified as black mold or stachybotrys.

Despite the obvious confirmation of a hazardous situation, the Agency consistently marginalized NATCA's concerns and suggestions and would not work collaboratively to solve the problem. While the Agency has put resources into remediation of the mold problem discovered during a safety inspection in 2004, the problem still exists today.

NATCA has also discovered that nearly half of all facilities have some sort of external leaks. Many of these leaks are into equipment rooms that jeopardize vital equipment. For example, controllers in the Atlanta ARTCC, which is a center down in Atlanta, have to guide aircraft while using an umbrella to protect them from water cascading into the roof on top of the equipment.

As seen in the video clip earlier at the Grand Rapids facility, there really are no words necessary to express what is going on there.

Additionally, significant chemical exposure incidents have results in respiratory injury. Three incidents recently at major facilities involving failed maintenance projects resulted in over a dozen employees being severely sickened.

On February 28th, a contractor-botched roofing project and failed cleanup efforts at Jacksonville TRACON resulted in employees having to breath toxic odors. To date, five controllers are still out of work and being treated by the Mayo Clinic.

In April, scheduled maintenance at an engine generator in the New York TRACON sent diesel exhaust fumes into the ventilation system of the building, resulting in a slow leak of deadly carbon monoxide gas. Six controllers were affected and showed the familiar signs of carbon monoxide poisoning, yet the facility's operations manager refused to allow the fire department to respond and forced the controllers to remain on the job.

On May 9th at the Dulles air traffic control tower, the FAA delayed evacuation of controllers from the tower for 45 minutes after noxious fumes from an airport construction project were circulated in the tower's ventilation system, sending 5 employees to the hospital.

Here is the key in all these instances. The Agency is slow to respond to the employees' health concerns, and the Agency denied the attempts to work with the FAA to correct the problem.

Talking about facility consolidations, some have made the argument that the best way to deal with aging facilities is to consolidate them. We disagree. Our position is that the FAA must first fulfill its 30 year obligation to meet a specific operational need as well as cost reduction before consolidation can be considered. Safety of the system, modernization, service to the users, the impact on the employees are all considerations that need to be considered above and beyond just a dollar value that may be saved in consolidations.

With funding comes responsibility and oversight of the proper accounting of taxpayer dollars. NATCA believes that the FAA must be held accountable to make better maintenance investment of ATC facilities.

Just this February, the U.S. Department of Transportation Inspector General issued an audit announcing in which the FAA could not account for \$4.7 billion of their September 30th, 2006 end of year funds regarding for property, plant and equipment line items. We find that quite interesting since up to this date, the Agency does not spend the amount of funding that they have been given, and yet they can't account for 4.7 billion over the last several years.

In conclusion, we believe that the FAA must be held accountable to make better maintenance investments in ATC facilities. These are taxpayer-financed, and the taxpayers' investment must be protected.

We support enactment of 2881, the FAA Reauthorization Act of 2007, which authorizes critically needed funding levels for the F&E accounts and will enable the FAA to make needed repairs and replacements of existing facilities and equipment.

NATCA strongly supports participation in collaborative process with the FAA and the Agency's air traffic control programs and initiatives. NATCA also calls on the FAA to improve its procedures for dealing with hazardous workplace conditions and install carbon monoxide detectors and other appropriate monitors in all occupied structures.

Thank you, Mr. Chairman.

Mr. COSTELLO. The Chair thanks you, Mr. Forrey, and recognizes Ms. Gilbert.

Ms. GILBERT. Thank you, Chairman Costello and thank you, Chairman Oberstar and Ranking Member Petri for letting me appear before you today.

My name is Patricia Gilbert. I am an air traffic controller at Houston Air Route Traffic Control Center and have been there for 19 years. As well as being a full time air traffic controller, I serve as NATCA's National Chairperson to the Legislative Committee.

I would like to begin by expressing our deep appreciation for your interest in the condition of FAA facilities. The condition of the facilities, air traffic facilities, are a great concern to NATCA and its members especially in light of incidents that have jeopardized the employees' ability to perform their job safely.

For example, unacceptable working conditions came to light when controllers became ill after noxious fumes entered work areas at a number of FAA facilities. Mr. Forrey touched on how the controllers in New York TRACON and Washington Dulles tower were recently taken ill when suddenly exposed to carbon monoxide. Other employees at facilities in Jacksonville, Florida, San Jose, California and Eugene, Oregon, faced a similar scenario when unidentified fumes entered their work areas as well. In each of these instances, the employees felt the Agency response did not correspond with their concerns.

The FAA has never, to our knowledge until we heard Mr. Johnson's testimony, compiled an overall list of environmental, equipment, health or safety issues for its 314, and these are FAA air traffic facilities. His testimony said they talked to and got information from 89.

Based on that lack of available data and the overwhelming volume of specific complaints from individual facilities, NATCA decided earlier this year to request individual facility reports from its field representatives for compiling into a national database. The survey gathered reports from air traffic control towers, FAA en-route traffic control centers and FAA terminal radar approach controls or TRACONs.

When reviewing the results of our survey, we looked for any issues that potentially presented a safety concern. While information for some facilities was not received, over 220 facilities provided data in varying detail. This nationwide field survey identified a wide variety of problems and needs.

In reviewing the research, we looked for trends as opposed to individual and routine maintenance issues. In this regard, the most commonly reported problems were mold and other harmful contaminants, external leaks and building ventilation and temperature control.

The FAA's disregard of facility maintenance has resulted in harmful contaminants in many of its facilities. Exposures to these dangerous contaminants has resulted in unsafe worker conditions at facilities across the Nation.

In the Detroit air traffic control tower, two years ago, black toxic mold as well as several other toxic molds were found. Chicago O'Hare air traffic control tower had fire suppression pipes break and flood various parts of the facility in February, and initial NATCA test results show possible mold.

Kansas City tower recently identified mold in various rooms. Contaminated insulation was found below the raised flooring which is located directly in front of the air supply discharge.

It is my understanding that FAA's approach to mold remediation is exactly the reverse of accepted practice. Their current intent is to remove and to treat mold first, then only at a later date, address the causes of the mold. Grand Rapids has had several environmental issues in the last 10 years relating to bacteria contamination, water leaks and possible mold contamination.

The survey also revealed that air traffic control towers and radar rooms across the Nation have serious external leaks. Many of these leaks are into equipment rooms and jeopardize expensive and vital safety equipment. The Chicago Air Route Traffic Control Center, located in Aurora, had major leaks over the back wall of the building and in the basement. The extent of possible mold contamination is unknown at this point.

Our research has found that in nearly every facility survey, the operators and occupants report poor heating and air conditioning and air quality. In several air traffic control towers, the poor environmental conditions represent potentially serious situations not just to the employees but to the flying public.

A notable example is the recurrence of condensation accumulating on the window panes of tower cabs in San Juan in South Florida causing reducing visibility which in some cases can be extreme and unsafe. This picture on the monitor shows that due to condensation the San Juan tower cab windows, air traffic controllers are sometimes blind without the ability to scan the runways or taxiways. In this picture, you can barely make out an Airbus crossing in front of the tower.

The following are some quick facts and statistics about the survey. Nearly 100 percent of the facilities responding reported declining environmental equipment, safety and/or health issues. Most facilities reported overall conditions of their facilities as merely fair with 62 reporting their condition as poor and an additional 18 reporting their condition as dangerous.

Forty facilities report significant mold issues. Many are dealing with toxic mold and its associated health risk with the most extreme cases reporting employees already suffering long term and permanent injuries from exposure.

Asbestos in buildings, other abatement issues and dangerous releases are still a serious concern at over 30 facilities. New York Center, Atlanta Center and Fargo, South Dakota tower, among others, are still awaiting years-long promised asbestos abatement.

Seventy-five facilities report water leaks of which at least a half a dozen report frequent leaks directly on controllers or equipment. Adding to this are serious issues at many facilities with fumes leaking into the work areas from jet fuel, jet exhaust, insecticides, solvents and generator or other engine exhaust. Several facilities report employees still unable to return to work due to exposure side effects.

Over 100 facilities report significant issues with heating and cooling, resulting in extreme seasonal temperature variations and inconsistent temperatures from area to area. Even brand new facilities such as Addison tower in Dallas, Texas, which was commis-

sioned in 2006, report temperature variations with lows in the fifties and highs over a hundred degrees in the operating quarters, resulting in obvious human discomfort as well as equipment risk.

Of these facilities, over 50 report chronic air quality issues including cold and flu-like symptoms, respiratory and breathing problems, headaches and controllers' routinely sickened from lack of ventilation.

Northern California TRACON has recurring issues with snakes in the building during the summer and fall months while St. Louis tower deals with the challenge of bats. Both are relatively new facilities. Twenty-eight other facilities report invasive infestation issues with rats, mice, wasps, termites, ants and flies.

Other issues of concern at numerous facilities including poorly placed equipment obstructing the operation or obscuring visibility, windows in tower cabs routinely fogging up on the inside as you saw with the San Juan tower cab, lead-heavy or malodorous or contaminated drinking water, excessive dust or other surface contaminants.

We believe that it is clear that the FAA must be held accountable to make better maintenance investments in its air traffic control facilities. These are taxpayer-financed, and taxpayers' investments must be protected.

Thank you, Chairman Oberstar, Chairman Costello and Ranking Member Petri.

Mr. COSTELLO. We thank you, Ms. Gilbert.

The Chair now recognizes Mr. Brantley.

Mr. BRANTLEY. Thank you. Chairman Costello, Congressman Petri and Chairman Oberstar and Members of the Subcommittee, thank you for holding this important hearing today and thank you for inviting PASS to testify.

The Professional Airways Systems Specialists represent more than 11,000 FAA employees including those in our Air Traffic Organization Technical Operations Unit who install, maintain and certify the radar, navigation and communication systems making up the National Airspace System.

For too many years, the FAA has neglected its infrastructure, specifically the buildings and facilities that accommodate NAS equipment and the employees who operate and maintain those systems. The images displayed on the screen reveal a disturbing pattern of deteriorating buildings, leaking roofs and unstable infrastructure that places employees and equipment at risk.

Technicians in the field have reported many instances in which employees fell through rotting floors or fell off unstable platforms. In addition, exposure to mold and asbestos is a serious issue at numerous facilities that has the potential to impact the health of employees for years to come. I believe that the examples provided by PASS and NATCA in our written testimonies along with the pictures being displayed clearly demonstrate the severity and scope of the problem.

The FAA spent a lot of time over the last several years talking about how it is becoming more businesslike and how it carefully weighs its decisions regarding how it accomplishes its mission like a business. According to FAA leadership, modernization and operation of the NAS are now being pursued in the same manner as

any successful business in the Country would follow. That may play well as a sound bite, but it clearly does not apply to the FAA's management of its infrastructure.

Would a successful business allow critical buildings and facilities to fall into such disrepair that they are not only a threat to the equipment they house and the users who rely on that equipment but also a very real threat to the safety of the employees who operate and maintain them? No.

Would a successful business refuse to ask for the resources necessary to repair or replace these critical facilities? Again, the answer is no.

Why then would FAA leadership allow these buildings and facilities to deteriorate so badly?

Why would the FAA have a plan for completing inspections at its manned facilities that will take another 25 years to complete?

Why would the FAA continue with a modernization plan that often includes placing new systems and equipment into facilities that are unacceptable for those systems and unsafe for the employees who use and maintain them?

No successful business could be operated in such a hazardous way nor would a successful business allow facilities considered vital to its mission to exist in such conditions. However, I can assure you, as can our technicians in the field, that these facilities are critical to safe and efficient air travel. The FAA cannot continue to deny the importance of these facilities and employees by ignoring the infrastructure problems plaguing the NAS.

The time for rhetoric from FAA leaders has passed. It is time for someone, anyone in FAA leadership to step up and deal with this crisis before it is too late.

We have all seen and heard about the recent steam line explosion in New York City. I believe the similarities with the FAA's infrastructure are striking and frightening. They are both considered part of the infrastructure and therefore not visible in a public way. When things are not clearly visible to the public, there is a reluctance to focus energy or resources on them, but following that logic will always lead to disaster, as we recently saw in New York.

I believe the FAA must take the following actions to avoid the same type of crippling disaster: The FAA should immediately analyze all currently available information regarding its most critical infrastructure problems and request the resources to fix them.

The FAA must complete inspections of its manned and unmanned facilities within two years. The information gathered from these inspections must be factored into the Agency's budgeting from now on. It is clear that correcting problems in the early stage is more effective and much less costly than waiting until a complete failure happens.

Last, but certainly not least, the FAA must begin to listen to the people who are the true experts on the state of the NAS and its infrastructure, the employees who operate and maintain it.

Thank you and I look forward to any questions you may have. Mr. COSTELLO. The Chair thanks you, Mr. Brantley.

The Chair now recognizes the distinguished Chairman of the Full Committee, Chairman Oberstar.

Mr. OBERSTAR. Thank you very much, Mr. Chairman, and thank you and Mr. Petri for your good work in launching this hearing. Our Committee investigative staff were digging into the issues.

I regret not being here at the outset, but I was on the Floor, defending Lake Michigan against predations of a similar nature by British Petroleum planning to dump toxics into Lake Michigan.

To the rain at Grand Rapids, Michigan, the black mold in the Western Pacific tower, mold at Dallas-Fort Worth, O'Hare, Kansas City, Detroit, you can add snow in the tower at Duluth, Minnesota, snow and flies in the winter. The air traffic controllers plugged the holes in the windows to keep the snow out, but then they were battling flies that came out of the woodwork in the middle of January with zero degrees outside.

Finally, the FAA came and replaced the windows and pronounced the tower in good shape. This is a tower that predates the jet age by about 20 years, and they haven't seen fit to build a new one.

It is, to me, just astonishing that we have the entire aviation industry, essentially both houses of Congress, the FAA, DOT, all focusing on capacity limitations of technology in the current system, the need to upgrade technology to NextGen, and they are not paying attention to the workplace within which this new technology is going to be located and the men and women who have to operate that equipment under these appalling conditions.

Our investigative staff has documented the roof leaks, the mold, the pest infestation, the poor quality heating, ventilation, air conditioning, asbestos, space limitations, unsanitary conditions, broken or damaged office equipment that hasn't been replaced or restored. You know if the headquarters folk of DOT or FAA had to operate under those conditions, there would be a really fast response.

In fact, even this Committee, here you have the Department of Transportation headquarters with such bad and poorly functioning heating/air conditioning units that they had mold causing illnesses within similar to Legionnaire's disease within the building. This Committee, seven, eight years ago approved a new structure for DOT costing nearly a billion dollars. It didn't take them long to fix that.

Maybe we should have shaved some of that money off the new DOT headquarters and put into the air traffic control facilities. We were counting on FAA to be not only good stewards of safety in the air but good stewards for the women and men who operate the air traffic control system to make sure that safety is maintained at its highest level.

It is a great tribute, Mr. Forrey, Ms. Gilbert and Mr. Brantley, to your members that they operate under these deplorable conditions. I have been in those towers. I have been in the facilities that have the mold, that have the leaks, and in the case of Duluth in my district that have the snow coming in the windows.

FAA needs to spend a little more time and pay a good deal more attention to the needs of the very system that they are trying to operate and to upgrade.

What do you think is needed, Mr. Forrey, Ms. Gilbert?

What are your thoughts about what kind of investments and what timetable and schedule and what needs to be fixed internally

within FAA to get their attention, to address these problems and to do so in short order?

Mr. FORREY. Thank you, Mr. Chairman.

I believe probably the biggest thing that they could start with doing is to include their employees, the experts on all of these things, to what the solution should be.

Mr. OBERSTAR. I mean there are no surveys? There are no sort of air traffic controller town meetings held with the Administrator to hear your concerns?

Mr. FORREY. Not that I am aware of.

There are surveys that are put out. I think the last survey that the Agency put out, the Employee Attitudes Survey, was they ranked, I think, a whole 13 percent of job satisfaction by the employees or 9 percent job satisfaction.

They came out 243 out of 243 as far as employee dissatisfaction with their Agency based on a lot of these issues, a lot of the things that are going on with the Agency today, the state of the facilities, what their conditions they work in, the way they are treated by management, the way they are left out of the process of any decision-making. All those things have a morale so low in the FAA that you can only go up, quite frankly.

Mr. OBERSTAR. That is deplorable.

Ms. Gilbert?

Ms. GILBERT. As far as the Agency, I was a little disturbed to hear testimony earlier from the first panel that funds were available and they have yet to use those funds to maintain their facilities.

I would say in addition to the collaboration piece, working with their employees to improve the working conditions, they should also look closer at their workman's comp claims and not controvert those as they come into their desks and actually look at these people and take them serious instead of what Mr. Johnson did in his testimony which is advocate that those people had a chance to leave New York TRACON.

I immediately heard it when I went into my building the very next day that those controllers, from FAA management perspective, made the whole story up. Forget the story that they went into a hospital after the fact and did test positive for carbon monoxide in their system.

So workman's comp claims, I think if they paid attention to those, it would help quite a bit as well.

Mr. OBERSTAR. What cost will it take, Mr. Brantley? Have you done some estimates of annual or recurring costs needed to upgrade facilities?

Mr. BRANTLEY. Mr. Chairman, I think part of the answer is that it depends because the way the FAA currently performs the maintenance on its infrastructure is they wait until it is completely failing, and the cost then is so much higher than it would be if you fixed it originally. So the cost should be much lower than it will ultimately be.

I believe the estimates are somewhere between \$250 and \$350 million for the current backlog on the manned facilities. The other 22,000 that were discussed earlier, I have no idea what that cost would be, and consolidation isn't the same kind of a panacea for

unmanned facilities that some believe it is for the manned facilities. Most of these are navigation systems, communication systems that have to be there regardless of where the TRACON or tower is located.

They have to begin doing it now, and they have to begin doing it right or the problem is going to snowball until it is something that is unmanageable.

Mr. OBERSTAR. Let me ask your help in preparing for the Committee in the next week or so before we hopefully bring the FAA Reauthorization Bill to the House Floor. A compilation of facilities that you would rank in some order of urgency of need of repair and a ballpark cost estimate, get that to us, and let us see if there is some way that we can work with that before we bring the authorization bill to the House Floor.

Mr. BRANTLEY. Absolutely. I would be happy to do.

Mr. OBERSTAR. I think we ought to do that. We owe it to you. The FAA owes it to you.

Thank you, Mr. Chairman.

Mr. COSTELLO. Thank you, Chairman Oberstar.

Ms. Gilbert, you mentioned in your testimony that there are at least 40 facilities that you are aware of that have reported problems with mold.

We have heard testimony earlier. You heard me ask the question of Mr. Johnson from the FAA, how many facilities that they actually made an FCI assessment on, and it was the Committee's information that 89 of 401 facilities actually had been assessed, obviously a very small number.

My question is if, in fact, you are aware of 40 facilities that have mold, do you have a list now? Either NATCA or PASS, have you compiled a list based upon the complaints from your members, listing those facilities that have mold, that have other structural problems or other problems that present unsafe or unhealthy conditions?

Ms. GILBERT. Yes, we do have a list of those facilities, and we can provide that to the Committee. Of the facilities that we do know of that have, at least 40, and I am saying at least 40. There may be more.

My facility itself has roof leak issues, and so there are facilities around the Country. You don't know what kind of problems you have when the leaks don't get fixed and the mold is allowed to get worse in facilities. So we can provide that.

Mr. COSTELLO. The list that you have, is it prioritized starting with the facility that you believe should be addressed first based upon the existing conditions?

Ms. GILBERT. Yes. It is a result of our survey. We can gather further data from those that did not respond. We did rank them based on the type of issues they had in their facilities and the severity of those issues.

Mr. COSTELLO. I heard in your testimony and I would like you to clarify for me that you were somewhat surprised when Mr. Johnson talked about some type of list that the FAA has that apparently you were not aware of, is that correct?

Ms. GILBERT. That is correct.

Mr. COSTELLO. Clarify that for me. You were not aware that they have a list at all?

They obviously had not solicited your opinions, solicited information from you or your members. Is that a correct statement?

Ms. GILBERT. That is correct.

Mr. COSTELLO. Obviously, and I think I pointed out with the first panel that Mr. Poe from Texas made the point on the TRACON and tower consolidation effort by the FAA, that there has been a horrible lack of communication not only with Members of Congress and our staff and the Committee but also with the stakeholders, with the controllers and with everyone involved in the system.

Obviously, that is a problem with this situation as well, that they are not soliciting information from their own employees, from members of PASS, members of NATCA and others to ask for your help in reporting these problems so that they can be addressed.

Also, I made the point over and over that, of course, Mr. Johnson does not have the final say on the FAA's budget, on the F&E account, but this Congress approved a \$3 billion authorization for the F&E account. For the last three years, the FAA has requested less than the authorized amount. They have requested \$2.5 billion versus \$3 billion. They have left \$500 million behind, and that is one of the reasons why in my judgment that we have all of these maintenance challenges that they are not undertaking.

The Congress recognized the problem, and the Congress authorized the money, but the FAA has not used the money or requested the full authorization level.

I have a question about process. You heard me ask Mr. Johnson the process if, in fact, an employee feels that they have health problems as a result of the conditions in the tower or the facility where they are working. What is the process, and he said, well, the employee fills out a form and files the form with the Agency.

One, Mr. Forrey, I would ask you to walk us through the process from the employees' perspective, from your members' perspective, and I would ask Mr. Brantley to do the same. What is the process?

I will have some other questions when you are finished explaining.

Mr. FORREY. The process is when an employee gets injured on the job, it is a workman's comp claim, what they refer to as CA1 or a CA2 or an occupational disease meaning long exposure to some condition at work.

In all these cases, the Agency is controverting every single claim filed by the employees. They have hired people from the Department of Labor that understand workman's comp claims and are showing them how to beat them in court or how to win them back. It is actually pretty disgusting what they are doing in my opinion.

I have employees right now that the answer to any claim that is approved by the Department of Labor, a lot of times the answer by the Agency as well, is they have their claim, that is their compensation, but yet these people have to go back to work sometime.

I have a couple of people at Detroit that were affected by the mold. The one has stachybotrys antibodies in his blood system. His brain is deteriorating. There is no way he is ever going to be able to go back to work. The Agency fights his claim, and now the guy

is looking to filing bankruptcy. This is the kind of stuff that is going on in the field.

The employees down at Jacksonville where the contractor let the toxic chemicals come through the ceiling, where controllers were complaining about the smell. It was making them nauseous, and they were having a difficult time concentrating and seeing. They got a hard time with the manager there because they don't want to interrupt the operation.

It took five days—five days—for the Agency to do something. The result was they brought in some big fans to blow air, and then they test the air in front of the big fan and say, see, the air is fine in here.

At Detroit, they won't even test the mold. They won't even test it to verify that it is black mold any recent time.

We offered as a union to supply the money to put air scrubbers and to monitor the air when they did these projects when they first started, and they refused that. So now they spent millions of dollars trying to remediate that building, and it has still got mold growing in it.

That is the kind of fighting that the Agency has been doing with us, and I don't understand why. We are there to help them. I mean we even offered to pony up to say we will pay for the air scrubbers if you don't want to do, and yet we find out that they have 500 million that they don't even spend. I don't understand that at all.

Mr. COSTELLO. Mr. Brantley?

Mr. BRANTLEY. Thank you, Mr. Chairman.

I agree with the process as described by Mr. Forrey of when an employee is exposed to something or is injured on the job. They fill out the form, and then they begin defending themselves for the next several months or years, however long it takes to get resolved.

When it comes to an employee maybe not being injured but finding a problem, it is a very similar process. It is a different form, but they will fill out a form. They will make an entry in a maintenance log for that facility, saying that they found whatever the problem is. They will report it to their supervisor, and that is where it sits.

It is kind of ironic that one of the things that we noticed first after you announced the hearing was upcoming was the word got out to the field that if anyone had any maintenance problems, they should get them in so that they could get them into the budget. I am sure as soon as any attention blows over, that is going to become irrelevant again, but it kind of illustrates how the Agency views it. It is a problem when someone is paying attention and other than that, there is no process to actually resolve them.

Mr. COSTELLO. Also, the statement that you made about the word went out for an assessment certainly goes to the point that aggressive oversight by the Congress and by Committees of the Congress, in particular in this case, this Committee. Aggressive oversight gets results from Federal agencies, and the lack of oversight gets no results.

Mr. BRANTLEY. Yes, sir, and we thank you for that.

Mr. COSTELLO. Let me ask you. In your judgment, when an employee files a workman's comp claim, does it trigger an FCI assessment by the FAA?

In other words, if an employee files a claim, a workman's comp claim, if they are either injured or have some type of problem, health problem, as a result of working in a particular facility, does the FAA come out and make an assessment, Mr. Forrey?

Mr. FORREY. I am not aware of that. I mean that was the first I heard of this FCI assessment today anyway. I had no idea they were doing that. I would not know if that triggers anything in their mind.

Mr. COSTELLO. So you had no idea before the testimony today that there was an FCI assessment that even existed?

Mr. FORREY. No, I wasn't aware of it.

Mr. COSTELLO. Ms. Gilbert?

Ms. GILBERT. No, I was not aware of that.

Mr. COSTELLO. Mr. Brantley?

Mr. BRANTLEY. I was made aware in the last week in preparing for the hearing, but no, to my knowledge, it doesn't trigger any kind of analysis.

Something, if I might add, our internal experts have told us that they believe the FCI assessments are maybe not being done as well as they should be or as thoroughly either, that it may be more of a checklist that someone is going through and not actually doing an analysis to figure out where problems are.

Mr. COSTELLO. Final question and then I will turn to the Ranking Member of the Subcommittee.

You have indicated in your testimony, Mr. Forrey, and I think you as well, Mr. Brantley, that some of these conditions, you believe are in violation of OSHA standards. So my question is have either you on behalf of your members or any of your members filed a complaint with OSHA and asked OSHA to come out and make inspections to determine if there are violations?

Mr. FORREY. Yes, we have in several locations, and OSHA has come out in several locations and filed a complaint or a notice to the Agency that they need to fix a certain situation ongoing.

Then there is some gray area as to what OSHA requires under like remediation for mold and what the industry standard requires. So we play games back and forth about that instead of just doing what is right for the employees, and that is unfortunate as well.

Yes, we have gotten OSHA involved in many of these situations.

Mr. COSTELLO. Mr. Brantley?

Mr. BRANTLEY. Yes, Mr. Chairman, we have also done that. When it involves a situation where employees are or there is an immediate threat that they will be in some way injured or their health will be at risk, we have had good luck with OSHA being willing to come.

One of the things we find is if it is just a potential risk, OSHA is very reluctant to even come do an inspection. They have their marching orders too, and I think as much as possible they are told to leave the Federal Government alone unless they have to do something.

Mr. COSTELLO. Well, in addition to Chairman Oberstar's request of providing a list to us of facilities that have problems, I would ask you to provide a separate list of those that you believe are in violation of OSHA standards.

Mr. OBERSTAR. Mr. Chairman, if I may interrupt for just a moment if the Chairman would yield.

Mr. COSTELLO. Yes, please.

Mr. OBERSTAR. I find it astonishing that FAA is hiding behind the excuse: We need to modernize to NextGen our air traffic control facilities. Therefore, we can't improve these facilities.

The comment, in fact, by an FAA witness was that our transition to NextGen would be at risk. The result would be aviation gridlock. They are not going to have NextGen in place for 10 years. Meanwhile, they are going to ask all these air traffic controllers to suffer in the mold and the insects and the disease visited upon them by these wretched facilities. That is appalling. We have to fix that.

Thank you.

Mr. COSTELLO. The Chair thanks the gentleman and now recognizes the Ranking Member, Mr. Petri, for any questions or comment.

Mr. PETRI. Thank you very much and thank you for your testimony here today.

I guess I am kind of sitting here, thinking about what we can do to improve the situation going forward. It is easy. It is not easy, but it is important to point out problems and it is frustrating.

We have very talented, dedicated, able people who are air traffic controllers with a lot of responsibility. I met with the Association of the Supervisors, and they are gung-ho and hard-focused people as well.

There must be some way we can do a better job of involving people in coming up with solutions for managing the environment that they are working in properly. It is not just money. In fact, there might be ways of saving money if it is done with better communication and more involvement.

One of the frustrations in any of these large organizations is that you fill something out and nothing happens. If there is better communication and there is some way of solving a problem, it helps morale and the glass is then half full instead of half empty.

I don't know if there are ways we can be helpful at all, and this hearing may help some, not in a gotcha exactly, but it focuses on a problem. We need to focus on areas of making the job more satisfying and making the environment better and making sure we helping morale. That helps safety in the long run if people feel that they have respect and if they have a problem.

We can all be wrong, too. In some areas, it may be that there is a reason why things are the way they are.

I don't know if you have any comments on that, but if there are some things because we are working on a reauthorization now. It can be put in a political context, but this has been going on for many years in one Administration or another. It is sort of a bureaucratic organizational problem.

I know you are new, so you would like to try to help, I suspect. If there are some ways that we can be constructive going forward, I would be eager to work with you on it.

Mr. FORREY. Thank you, Mr. Petri. I may be new in this position, but I have been involved with the FAA for almost 23 years now and as a representative of the union for almost 19.

I think up to a few years ago, we worked quite well together between the Agency and the unions as far as collaboratively to make things better and looking into the future.

I don't know what the rationale behind the Agency is that they don't want to spend money appropriated to them or authorized for them to spend on their maintenance of the system. I mean I am somewhat cynical after working for the Agency and dealing with them for the last 23 years, that if they let these buildings go into disrepair, it is much easier to consolidate. That is, I think, some of the motivation here, to be honest with you.

Again, we are not opposed to consolidations. This is the 21st Century. We need to think ahead to the Next Generation of the air traffic control system which right now is nothing more than a concept anyway. To do that together is the best way to do that.

But we can't forget the here and now. I mean we still have 314 facilities across this Country that are providing safety services to the public, and we need to make sure that the people operating those facilities can do the jobs that they were hired to do and trained to do.

Collaboratively, I think you guys touched on it in H.R. 2881 as far as the process for consolidations. The whole deal with air space, the whole deal with modernizing the system, they need to bring the experts into this process and right now we are not in this process. We have been shut out of this process.

Until that changes and you, by this Congress, can change that, it would be the best thing to do to get us moving in the right direction.

Mr. COSTELLO. The Chair thanks the Ranking Member.

The final question that I have before I go back to the Chairman of the Full Committee, Mr. Oberstar, Mr. Forrey and Mr. Brantley, in particular, you are aware of the process that we have set up in the FAA reauthorization bill for the consolidation of the TRACONs and towers.

My question is that, obviously, what we attempted to do is to bring the stakeholders, to get everyone's opinion, to have a process where obviously one of the problems here with the unsafe and unhealthy working conditions is that the FAA is not talking to or listening to the employees who have to work in these facilities every day. With the consolidation and closing of TRACONs and towers, we want to make certain that the stakeholders are involved, that the people who work in those facilities every day have input as to what should happen as far as consolidation is concerned.

The question that I have, you have had an opportunity to review the language in the legislation that passed the Full Committee and hopefully is on its way to the House. I wonder if you might comment on the process that we have established in the bill.

Mr. FORREY. Thank you, Mr. Chairman.

I have. I think that the language in the current bill is very good language. I think it could be tightened up quite a bit.

Again, it is my cynicism of dealing with the Agency over the last several years. They want to continue forward with the consolidations that they have on the table right now, but they have not evaluated whether that is a safety issue, whether service to the users,

and they want to just barrel ahead because that is the way they have done things.

That would be my only, for lack of a better word, criticism of the bill is it still gives them the ability to forge ahead even though they are listening to us. They are listening, but that doesn't mean they are going to take anything into account that we say.

So I think that would be helpful, something in the language of the bill that would tighten that up a bit, that would at least force the Agency to adopt some of these issues that these user groups are coming up with that meet within obviously the budget and the admission of the Agency. I mean that is all I can say on that.

Mr. COSTELLO. In the process, of course, as I mentioned in my opening statement, the Congress has the last say.

Mr. Brantley?

Mr. BRANTLEY. Yes. Thank you, Mr. Chairman.

I think the language is extremely good and helpful because I don't see it stopping anything. What I do see is it requiring good decisions made for the right reasons and done in the light of day, and I think that is always much better than just doing something and making everyone come along, whether it is a good idea or not. I think it is something that could help the Agency consolidate where it makes sense—when it makes sense.

If I might, if I could beg your indulgence for a moment, something just struck me that I would like to respond to from a couple of remarks earlier about the idea of the maintenance either not being done properly or even there was a comment that maybe it is too hard to fire people if they can't do their jobs.

The reality is when we are talking about people responsible for the maintenance of these facilities, there is no one left to fire. That workforce has been reduced so much that they don't send them out to do maintenance. The bulk of their time is spent on new construction, new installation. There is just, frankly, no one left to do the work.

Mr. COSTELLO. The Chair thanks the gentleman.

I understand that Mr. Boozman may have a question.

Mr. BOOZMAN. I just have a question, a couple questions, Mr. Chairman.

Mr. COSTELLO. The gentleman is recognized.

Mr. BOOZMAN. Thank you very much.

I guess the question I would have is that these things, I know you have had some challenges working with the Administration the last few years or whatever as you alluded to, Mr. Forrey. These things don't just happen overnight, though. In other words, things just don't go in disrepair.

I have a great deal of sympathy for people that are working in adverse conditions, and it is something that we need to get fixed. I guess my question is, again, this is something that hasn't just happened. There is something systemically wrong in the system or we wouldn't be in this condition.

In other areas, the VA and things like that, the authorizing Committee specifically working, in the case of the VA or whomever, works with that. Hopefully, they work with everyone within the agency, and then they come up with a list of hospitals and things

that need work and this and that to try and depoliticize the process.

I guess my question is do we need to look at the process? Do we need to look at maybe doing some things like that that perhaps would make us a little bit more efficient?

I think there is probably two things going on. Just a lack of money, a lack of resources, and certainly that is out there. The other thing is that there probably is some politicization of the process, and maybe money is at times getting there because of a squeaky wheel that it winds up getting in that situation.

Could you comment on that? Would that be helpful if we looked at perhaps?

Again, I am not advocating that we do that tomorrow but start looking in that direction, maybe we as the authorizing Committee getting a little bit more involved with specific projects authorized based on input from the workers and the FAA.

Mr. FORREY. I think anything that the Committee can do that would include all the stakeholders like the current language does in the bill is a positive step in the right direction.

What would concern me about, and maybe I heard you wrong and I think what has happened in the past is that certain constituencies have kind of stolen some of that money to do something in this district instead of working on a project that was in disrepair, that needed fixed over here. I think some of that has gone on in the past and probably will in the future.

But I think the maintenance of the facilities, it is like the infrastructure problem that Tom Brantley brought up earlier. It is not seen. People don't see it, and people don't have to look at it every day, day in and day out, and they don't understand how bad it is and in how much disrepair it is.

I think that anything that you could have, any process that is in place that provides input from all users and all the stakeholders, that identifies that and prioritizes what needs to get fixed would be great. We don't have that right now.

Mr. BRANTLEY. Thank you for the question.

I think I agree that any input or any help that the Subcommittee could give to help bring people together and actually talk through the problem and try to find solutions that make sense would be more than welcome. I think figuring out what the real problems are might be harder than it seems on the surface.

I think, as you mentioned, lack of resources. I personally have a hard time with the Agency talking about other priorities getting in the way and then the money is then diverted for something, whether it has been earmarked by a Member or whatever.

The fact is if they need \$350 million and they ask for \$60, you can't take something away that they never got. So I think the whole idea of that is just to me, ludicrous.

I think they need to be a little more forthcoming about why. Frankly, I don't care why, but they need to start asking for what they need. That is very important.

Mr. BOOZMAN. Thank you, Mr. Chairman.

Mr. COSTELLO. The Chair thanks the gentleman and now recognizes the distinguished Chairman of the Full Committee, Chairman Oberstar.

Mr. OBERSTAR. Thank you, Mr. Chairman, and I thank our panel for their thoughtful observations and for the factual presentation.

We do not allow earmarks in the FAA authorization bill. Sometimes they creep into appropriations bills for one or another facility but usually in Committee report language and not in bill legislative language.

Over all my service in Congress, we have trusted the FAA to make good decisions within the scope of the NAIP, the National Aviation Investment Plan, for what is in the best interest of aviation nationwide, for investment in runways and taxiways, the hard side of airports to create the greatest opportunity for capacity enhancement.

We have trusted the FAA to make its decisions on installation of new technologies at air traffic control facilities. When the DSR was installed, we didn't say put it in this place or in that facility. When the STARS was installed, we didn't tell them which facilities to start with. When the VSCS, Voice Switching and Control System, was put in place, we didn't tell FAA which facility to start with. We trusted to their judgment.

We are not proposing—I am not proposing at least—in asking for a listing of facilities to categorize those in a bill but to give FAA specific direction to deal with their health of their workers in the workplace.

When flight attendants said smoking is damaging our health, it is causing us increased expense to maintain our work uniforms, this aluminum tube is our workplace, this Committee held 10 hours of hearings, 10 hours of markup to fix the problem. Eventually, we had to take it to the House Floor and impose, through an amendment impose first a limitation and then elimination of smoking in that workplace.

Well, we need to address the workplace of air traffic controllers. I don't care if NextGen comes in next week. They need to fix those facilities now. There is no excuse to have mold, rain dripping in your workplace, snow blowing into the windows, flies in the winter-time asbestos circulating through the workplace. That is intolerable.

The FAA cannot hide behind modernization of air traffic control and say, oh, by the way, we can't fix these facilities because we want to consolidate them. That consolidation is going to take five or ten years. It is nonsense.

I am sorry I missed the FAA panel. I wanted to tell them that firsthand. But they are following this. They will hear it, and they are going to hear it from me directly. I hope that by the time we get to the House Floor, we will be able to fix it in the authorization bill.

Mr. COSTELLO. The Chair thanks Chairman Oberstar and thanks our panel of witnesses.

Let me not only thank you for being here today to present your testimony but also to let you know that we intend to continue to provide oversight over the Agency and this will not be the last time that we visit this issue. I assure you we will revisit the issue and make certain that the FAA proceeds with a plan to address these facilities.

We thank you, and the Committee stands adjourned.

[Whereupon, at 12:42 p.m., the Subcommittee was adjourned.]

STATEMENT OF
THE HONORABLE JERRY F. COSTELLO
SUBCOMMITTEE ON AVIATION
HEARING ON
THE FEDERAL AVIATION ADMINISTRATION'S AGING AIR TRAFFIC CONTROL FACILITIES:
INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS
JULY 24, 2007

- I want to welcome everyone to our Subcommittee hearing on

Federal Aviation Administration's (FAA) aging ATC facilities

and the need to improve facilities and worker conditions.

- The FAA provides air traffic control services at over 400

Agency-operated air traffic control facilities throughout the

Nation. Many of these facilities are over 40 years old,

exceeding their useful life expectancy and not meeting current

operational requirements. This has resulted in a General

Services Administration Facility Condition Index of "fair to

poor."

- Further, this Subcommittee and other interested stakeholders, like NATCA and PASS, have expressed concerns as to whether FAA has adequately funded the much-needed facility repairs and improvements, given the Agency's capital account has remained flat over the past several years.

- The Administration consistently proposes a level of F&E funding well below the authorized level. In 2003, the FAA requested and received from Congress an authorization of approximately \$3 billion per year for its capital program. Yet, for the past three years the Administration has requested roughly \$2.5 billion per year for its F&E capital program.

- The FY08 budget is no exception -- the Administration is once again requesting \$2.46 billion for capital spending.

- According to the Capital Investment Plan (CIP) estimates, approximately half of the F&E budget is set aside for equipment and modernization. Yet, the FAA has not requested additional F&E funding for routine maintenance and repair of aging FAA facilities.

- I have said time and again that we cannot put the cart before the horse when it comes to modernization – while the FAA continues to lay the groundwork for modernization, it must also ensure that the current system can continue to operate in a safe and reliable way by properly investing in the maintenance and upkeep of existing infrastructure. The FAA must also provide safe, healthy working conditions for its employees.

- That is why in HR 2881, the *FAA Reauthorization Act of 2007*, we provide historic funding levels for the FAA's capital programs, including nearly \$13 billion for F&E – over \$1 billion more than the Administration's proposal.

- I am disturbed by the employee accounts of excessive, unhealthy levels of mold and asbestos; leaking roofs and other infrastructure issues; insufficient ventilation; and improperly housed equipment.

- Both PASS and NATCA report that the FAA is in direct violation of safety regulations, including those mandated by the Occupational Safety and Health Administration.

- To illustrate this point, please take a look at a video clip from the Grand Rapids Tower.

- **[Pause for clip]**
- Again, it is alarming and disturbing that we allow our facilities to deteriorate to this extent. No one should have to work in these conditions -- it is unacceptable. I am interested in our FAA witnesses' response to that clip.
- I question whether the FAA has a comprehensive strategy to effectively manage the replacement, repair, and modernization of its air traffic control facilities and equipment and whether sufficient funds are being used to carry out these important health and safety functions.
- Finally, in the Administration's FAA Reauthorization proposal, they provide for a BRAC like process to

consolidate and relocate facilities. A BRAC process is an abdication of responsibility by Congress. Congress has always made decisions and done oversight based on recommendations and analysis from our agencies.

- In consolidating and realigning the FAA facilities, that process should be no difference. The FAA should not only engage with Congress but with the stakeholders affected.
- If the FAA identifies facilities that are truly excess and are not needed, then the FAA should identify those and put them in the budget and come up here and explain it to Congress and the affected communities.

- To go forward and blindly close facilities when we are not even sure what the benefits and effects are on safety is not good policy.

- That is why in HR 2881 we create an open, continuous, and defined process – something which the FAA should have been doing from the start. Contrary to statements that will be made today, the bill does NOT impose a moratorium. Instead, our bill allows affected stakeholders to work together with the FAA to develop criteria and make recommendations that will be submitted to Congress and published in the Federal Register for proper review and oversight. Any objections or changes made to those recommendations must again be submitted to Congress. Congress does not relinquish its role but instead, can provide thorough review, oversight and input.

- With that, I want to again welcome our witnesses today and I look forward to their testimony.

- Before I recognize Mr. Petri for his opening statement, I ask unanimous consent to allow 2 weeks for all Members to revise and extend their remarks and to permit the submission of additional statements and materials by Members and witnesses. Without objection, so ordered.

Statement of the Honorable Doris O. Matsui
House Transportation and Infrastructure Subcommittee on Aviation
Hearing: FAA's Aging Air Traffic Control Facilities
Tuesday, July 24, 2007

Mr. Chairman, thank you for calling this hearing today. Our Committee continues to take action to address the safety of the flying public, and today's hearing is yet another step in the right direction on this front.

Those of us on this Committee, and certainly those on our panels today, know that air traffic controllers are the silent backbone of our nation's aviation system. They work in a high-pressure environment, guiding aircraft to and from their destinations.

Every plane that takes off and lands safely is a testament to the skill and commitment of our air traffic controllers. These professionals often juggle more than one flight at a time. They are multi-taskers in one of the most difficult and pressurized jobs on the planet.

Anyone who has ever used our air traffic control system owes our controllers a debt of gratitude.

Congress has recognized this fact. Recently, our Committee took action to ensure that our air traffic controllers work in the best and most collaborative environment possible.

We recognize and understand that our controllers hold the lives of our constituents in their hands each and every day that they come to work. Now it is time for this Committee to reinforce our commitment to the people who are the backbone of our aviation system.

Today, we will continue our Committee's oversight of critical aviation infrastructure. We will draw attention to the condition of the buildings and technology that are essential for our controllers to do their jobs.

Unfortunately, Mr. Chairman, the condition of these buildings and technology is not good. The FAA estimates that our air traffic control system needs literally billions of dollars in upgrades.

Some of these billions worth of improvements are set to occur in my hometown of Sacramento. They are well-warranted for a growing and expanding airport like Sacramento International.

This airport's air traffic control tower has not been improved since it was first built. This might not sound like a concern, Mr. Chairman, until one realizes that the tower was built in 1967.

Sacramento's air traffic control facility also has an inadequate backup power supply. Its fire system is antiquated. The air traffic control tower is served by electronic cables that are deteriorating rapidly.

Despite these challenges, the people who run Sacramento International operate one of the finest airports in the country. I fly in and out of it whenever I go home. I am always pleased at the smooth approaches and efficient handling of aircraft that characterizes our airport.

But even the best controllers in the world cannot entirely mask the toll that forty years of constant use has taken on Sacramento International's tower.

I want to work closely with the FAA to ensure that this and similar facilities receive the funding they need to fulfill their crucial functions. Anything less jeopardizes the safety of the flying public.

I know that is unacceptable to me. I know that is unacceptable for those who work tirelessly at airports in my district. I hope it is unacceptable for the FAA as well.

Thank you, Mr. Chairman. I yield back the balance of my time.

Statement of Rep. Harry Mitchell
House Transportation and Infrastructure Committee
Subcommittee on Aviation
7/24/2007

--Thank you Mr. Chairman.

--Today we are examining the FAA's Air Traffic Control (ATC) Facilities, and it could not come at a better time.

--These facilities are experiencing a maintenance backlog of disturbing proportions.

--According to the FAA, nationwide, air traffic control facilities need between \$250 and \$350 million for repairs. However, over the last two

years the budget for improvements and repairs has been stuck at \$60 million.

--We are hearing reports of employees being exposed to dangerous levels of mold, asbestos and leaking radiation.

--We need to ensure that the our air traffic control system has the resources it needs to keep both the air traffic controllers safe, as well as the flying public.

**--I look forward to hearing from today's witnesses
about what we can do to improve the state of our
air traffic control facilities.**

--I yield back the balance of my time.

STATEMENT OF
THE HONORABLE JAMES L. OBERSTAR
CHAIRMAN, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE
SUBCOMMITTEE ON AVIATION
HEARING ON
FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND
WORKER CONDITIONS
JULY 24, 2007

I want to thank Chairman Costello for convening this Aviation Subcommittee hearing on the Federal Aviation Administration's (FAA) aging Air Traffic Control (ATC) facilities and the need to improve facilities and worker conditions. The strains on our ATC system are becoming more and more apparent this busy summer travel season, and it is essential that we continue to operate the current system safely and efficiently, while continuing to work diligently toward the transition to a Next Generation (NextGen) ATC system, that will handle the nation's tremendous demand for more capacity.

The Committee's Oversight and Investigations staff has recently conducted an investigation of the FAA's program to maintain the current ATC infrastructure. By FAA's own admission, terminal radar approach control (TRACON), towers, and en-route ATC facilities are relatively old and are overall in "fair to poor" condition using General Services Administration rating criteria. Data collected on facility conditions paint a picture of numerous buildings with severe maintenance problems, and FAA

employee reports of health-related problems are becoming more numerous in various facilities throughout the system.

In the course of this investigation, several FAA managers have openly acknowledged that the agency has a substantial maintenance backlog for repairs at many FAA facilities. According to various documents obtained from FAA, the maintenance backlog estimates ranged between approximately \$250 and \$350 million. Yet, the FAA's annual budget for facility maintenance and improvement for FYs '06 and '07 was less than \$60 million in each year. At this rate of expenditure for facility maintenance, even the FAA's own analyses show an ever increasing maintenance backlog. The implications of this growing maintenance backlog are disturbing, since they are not currently included in FAA's Capital Investment Plan.

This investigation found far too many aging FAA buildings, which have not been properly maintained over the years. These problems include: roof leaks, mold, animal and insect infestation, poor air-quality/heating, ventilation, and air conditioning (HVAC) problems, presence of asbestos, space limitations, general unsanitary conditions, and broken or damaged office equipment.

According to the National Air Traffic Control Association and the Professional Airways Services Specialists, reports of employee health problems due to facility conditions are on the rise. While building age is a factor, it is obvious that with proper maintenance, an older building can be utilized indefinitely. We suspect that the FAA has fallen too far behind in properly maintaining many facilities.

While aviation industry, Congressional, and FAA attention are firmly focused upon the capacity limitations of the current system, and the urgent need to upgrade ATC technology to a state-of-the-art NextGen, the fact remains that we must continue to operate the current system in a reliable manner, while providing a safe and productive working environment for FAA employees, who perform complex and demanding jobs on a daily basis. The earliest estimates for a significant transition to NextGen are, at least, a decade away.

As a nation, where the air transportation system is critical to our healthy, burgeoning economy, we simply cannot afford to allow the current system to deteriorate for the next 10 or more years to unacceptable and unsafe conditions—conditions where workers are exposed to sometimes hazardous and uncomfortable working environments and expected to continue performing their extremely demanding jobs efficiently and safely. Controllers and technicians perform vital

safety-related work where there is very little tolerance for error. FAA must address these very serious “facility sustainment” issues while developing and implementing NextGen.

I look forward to hearing from our witnesses today. I hope this hearing will lead to a renewed FAA emphasis on maintaining our neglected, current ATC infrastructure, while transitioning to NextGen.

Opening Statement
Congressman John T. Salazar
T&I Aviation Subcommittee Hearing
Hearing on FAA's Aging ATC Facilities: Investigating the Need to Improve Facilities
and Worker Conditions
July 24, 2007

Thank you, Mr. Chairman.

I find it disturbing that the FAA has a substantial maintenance backlog for repairs at many of their facilities.

The current system must be able to operate in a reliable manner, while providing a safe and productive working environment for FAA employees.

We simply cannot afford to wait as the current system deteriorates.

I certainly agree that the 401 TRACON facilities need immediate attention.

But my constituents also believe we need more focus on the 9,000 smaller buildings and 13,000 tower structures that need attention.

Because that's where the user is going to see the biggest impact: it's those 22,000 structures.

In my district, for example, the flying public has raised many concerns with the decommissioned VORs, ILS shutdowns, and numerous maintenance issues, which directly affect the Colorado aviation system.

Transitioning to NextGen will require significant investment by every user in order to save taxpayer dollars in maintaining legacy equipment.

Users will be able to effectively budget the investment necessary to have access to the NAS if the FAA will clearly articulate and publicize the plan.

This was not the case when I approached the FAA about concerns I had with a rumored co-location of Pueblo's TRACON.

It took numerous letters, meetings and phone conversations before the FAA reluctantly provided me with rough details about their proposed plan.

The FAA's initial efforts to decommission NAVAIDS and consolidate facilities suggest that the agency is aware of the current—and future—budget problems they face.

But I firmly believe that the solution lies in working with the stakeholders instead of surprising them with emergencies.

I don't think it's too much to ask that every state has a clear idea of what the FAA's plan is to decommission or consolidate facilities, as a way to modernize the system.

The key lies in communication.

The FAA needs to work with the States and the users instead of delivering a plan at the end of a long process that becomes the only available option.

I'd also like to stress how vital the F&E program is to the users of the system and maintaining the existing infrastructure is critically important to being able to successfully move to NextGen.

I can't emphasize the point enough—when changes need to be made, communication with stakeholders is critical.

I look forward to the testimony today and I thank the panel members for being here.

Thank you.



Founded 1977

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**STATEMENT OF TOM BRANTLEY
PRESIDENT
PROFESSIONAL AIRWAYS SYSTEMS SPECIALISTS (PASS)
AFL-CIO**

**BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE – SUBCOMMITTEE ON AVIATION**

**ON
FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO
IMPROVE FACILITIES AND WORKER CONDITIONS**

JULY 24, 2007

Chairman Costello, Congressman Petri and members of the subcommittee, thank you for inviting PASS to testify on the critical need to improve air traffic control facilities and worker conditions. The Professional Airways Systems Specialists (PASS) represents more than 11,000 Federal Aviation Administration (FAA) employees in five separate bargaining units throughout the United States and in several foreign locations. The largest PASS bargaining unit is the Air Traffic Organization Technical Operations unit, consisting of technical employees (systems specialists, electronics technicians and computer specialists) who install, maintain, repair and certify the radar, navigation and communication systems making up the air traffic control system.

For many years, the FAA has neglected its infrastructure, specifically the buildings and facilities that house National Airspace System (NAS) equipment and systems and the employees who operate and maintain the equipment and systems. Since the condition of the infrastructure has always been a low priority for the agency, employees work in conditions that are unsafe, sometimes significantly interfering with their ability to perform their jobs as effectively and efficiently as necessary to ensure the integrity of the aviation system. While there are some FAA locations where facilities are not neglected, many FAA facilities are decades old and in need of major repair or replacement. Leaking roofs, deteriorating walls and ceilings, and obsolete air conditioning systems are among the varied problems technicians encounter everyday—problems that potentially endanger the lives of these employees and the efficiency of the aviation system. In fact, in several cases, the FAA is in direct violation of safety regulations, including those mandated by the Occupational Safety and Health Administration (OSHA).

Although there are a variety of issues that plague the NAS infrastructure, we have organized the problems into three categories that highlight the widespread problems. These categories include employee exposure to mold, asbestos, radiation or other harmful conditions that interfere with employees' ability to perform their work and, more importantly, have the potential to impact their health; unstable building and infrastructure conditions that threaten safe working conditions; and the impact these infrastructure issues have on vital air traffic control systems and equipment.

Exposure to Mold, Asbestos, Radiation or Other Harmful Conditions

In numerous instances, the FAA has ignored for years conditions in which exposure to harmful contaminants is a major issue. At numerous facilities across the nation, employees are exposed to dangerous levels of mold, asbestos, leaking radiation or other hazards. Exposure to mold and asbestos is the most prevalent of these problems, with examples existing at facilities nationwide.

According to OSHA, mold can cause adverse health effects by producing allergens and these health concerns are "important reasons to prevent mold growth and remediate existing problem areas."¹ OSHA details several ways in which a facility can prevent the growth of mold, including repairing leaks as soon as possible and ensuring proper moisture and condensation levels.² Regardless of these specific guidelines, technicians in the field relate several instances where leaks have gone unrepaired

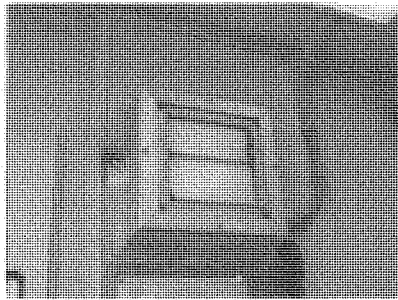
¹ U.S. Department of Labor, Occupational Safety and Health Administration, Directorate of Science, Technology and Medicine, Office of Science and Technology Assessment, "A Brief Guide to Mold in the Workplace," SHIB 03-10-10 (Washington, D.C.: October 10, 2003).

² 29 CFR 1010.1001, Appendix G.

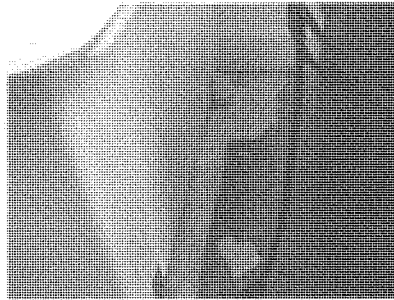
for years or ventilation systems have not been properly maintained, leading to increasing levels of humidity and moisture. All of these conditions, according to OSHA, are ripe for production of molds.

Contact with asbestos presents an even greater health risk. According to OSHA, asbestos can cause “disabling respiratory disease and various types of cancers” and the symptoms of these diseases “generally do not appear for 20 or more years after initial exposure.”³ Therefore, many FAA employees are being exposed on a daily basis to chemicals that may not affect their lives for two decades.

Disturbing examples of exposure to mold and asbestos can be found at numerous facilities nationwide. It cannot be overstated that in many situations, the harmful conditions have existed for years without the FAA addressing the problems. Employees working at the non-directional beacon facility in Rutland, Vt., are being exposed to dangerous inhalants on a daily basis (see Pictures A and B). Asbestos tiles are cracked and broken and there is black mold on the walls of the facility, creating a serious health hazard for personnel. The asbestos problem was originally identified in 2004 and has yet to be addressed; nonetheless, this facility is still fully commissioned and FAA employees are performing regular maintenance within this building. Other examples of the FAA’s disregard of these problems include asbestos being detected at the Remote Communications Air to Ground site in Garden City, Kan., for over five years without any effort being made to replace the flooring; and mold being a problem at the Houston Hobby Very High Frequency Omnidirectional Range (VOR) in Texas for over seven years.



Picture A
Non-Directional Beacon Facility, Rutland, Vt.



Picture B

In one recent example, only negative attention from the media, resulting from a PASS press release, finally spurred the FAA to action. In December 2006, PASS issued press releases detailing the unsafe working conditions of facilities in Detroit. Six facilities in the Detroit area were inundated with mold, asbestos, radiation and other hazards. Leaking radiation was also detected at a Detroit Radar facility and reported to the FAA, but the FAA took two months to address the problem. However, PASS understands that the air traffic controllers continue to have problems at the tower in Detroit.

³ Id.

While exposure to mold and asbestos may be the most common of health issues associated with deteriorating or aging infrastructure, it is certainly not the only health-related problem for technicians in the field. For instance, radiation exposure has become a major concern at several facilities. In one example from March 2006, PASS reported on an occurrence at a radar facility in Vermont where employees were unknowingly being exposed to potentially hazardous levels of radiation for at least six months due to radiation leaks inside the long range radar facility. The radiation leaks had been first detected in August 2005, but FAA supervisors waited until February 2006 to alert the workers. In June 2005, at the same facility, several employees were negligently exposed to PCBs, a mixture of chemicals demonstrated to cause a variety of adverse health effects by their supervisor when instructed to clean up an oil spill. Although the FAA has since made moves to correct these problems, there is no way to measure the future health impacts this exposure may have on employees. In order to ensure employees are not continuing to be exposed to radiation, PASS, not the FAA, has purchased radiation detection badges for members in several locations since the FAA was not providing this important protection.

In addition, several employees report rodent problems at their facilities, with many employees stating that rodents are common at the older facilities. For example, at the Radio Communication Link facility for the Kansas City Downtown Municipal Airport, there has been a problem with rodents for over five years; at the Columbia VOR facility in Missouri, rodent infestation has been a problem for more than 10 years; and problems have also been reported at the Pecos and Ft. Stockton VOR facilities in New Mexico. Exposure to rodents has been shown to lead to infection, such as hantavirus disease, a respiratory disease transmitted when individuals breathe contaminated air or otherwise come in contact with the virus through rodent urine, droppings or saliva.

Unstable Building and Infrastructure Conditions

Regardless of the unstable building and infrastructure conditions at FAA facilities, employees must still perform work at these facilities in order to maintain the safety of the NAS. For dedicated FAA technicians, there have been occasions when these employees are required to work under conditions that present a real threat to their personal safety. Making the situation worse is that employees are usually performing this work alone without the required support of having another individual present in case there is an accident. PASS has learned of numerous instances in which employees have suffered actual injury due to unstable building or infrastructure conditions, including cases in which employees fell through rotting floors or fell off unstable stairways.

As with the health-related problems detailed above, the FAA finally took steps to correct dangerous conditions in Detroit after PASS publicly reported on the problems. The FAA had knowingly failed to address many of the infrastructure problems at six facilities in Detroit, ignoring the conditions for nearly a decade in some cases. In some of the facilities, water had penetrated the buildings, causing damage to the floors, walls and ceilings, thus rendering them unstable, and there were at least two incidents of employees falling through the floors due to these conditions. The negative media attention and the threat of an OSHA report following the PASS press releases has resulted in the FAA addressing these unsafe working conditions it had been disregarding for years.

In other instances, the FAA has ignored safety recommendations made by independent companies. For example, in 1988, the FAA installed a Medium Intensity Approach Lighting System and Runway

Alignment Indicator Lights (MALSR) at the Wilkes Barre/Scranton International Airport in Wilkes Barre, Penn. The MALSR is used by pilots during instrument landing approach to align the aircraft with the centerline of the runway. The Wilkes-Barre MALSR, consisting of 11 towers and an 80- to 90-foot-high catwalk connecting the towers, was installed on top of an abandoned mine. Over time, the mineshaft began to collapse, affecting the stability of the MALSR installation. The structural problems grew progressively worse, and in 1990, an engineering consulting firm performed an analysis of the problems with the supporting towers and walkways. In its report to the agency, Esmer & Associates, Inc. Consulting Engineers detailed extensive structural problems with one of the towers, including buckling and twisting. In addition, the guy wires that supported the tower were uneven, meaning that the wires on one side of the tower were loose and the wires on the other were extremely tight, leading to a dangerously unstable structure. The engineering company concluded that "it is prudent practice on the part of the FAA not to maintain this facility at the present time because of the unknowns about the structural integrity of this facility due to liability consideration."⁴ The company provided options for the FAA to address the problems and emphasized that while the tower was being repaired, "FAA maintenance personnel should not maintain the facility to ascertain prevention of future liability."⁵

Disregarding these recommendations and additional safety violations at the Wilkes Barre MALSR, the FAA made no changes to protect its employees until a PASS safety representative performed an evaluation in 2004. Motivated by this report, which was sent to upper levels of management, the FAA finally corrected some of the more serious OSHA violations, but nothing was been done to make the tower stable and the problem remains to this day. In other words, despite being specifically told that the tower was unsafe for employees, the FAA has knowingly been allowing technicians to work on the tower for *over 17 years*.

In other examples, improper or unstable housing of high-voltage equipment poses a threat to employees required to work with such dangerous equipment. It should be expected that this FAA equipment would be given the utmost attention in terms of being properly housed in order to avoid endangering the employees working on the equipment and ensure that the equipment works properly. In many FAA facilities, however, this is not the case. The building housing Runway End Identifier Lights, which provide rapid and positive identification of the approach end of a particular runway, at the Allegheny Airport in Allegheny County, Penn., includes several high-voltage transformers. Requirements for high-voltage transformers dictate that they should be enclosed in metal enclosures. One transformer located outside the building at the facility is inside a chain link enclosure. Inside the building, however, is a second transformer with only some wood railing around it and a loose plywood cover (see Picture C). Placing a high-voltage transformer in a wooden container with an inadequate cover is in direct violation of the requirements for housing such equipment. Even more disturbing is that this has been the situation at the facility for decades despite an annual requirement for safety inspections.

⁴ Esmer & Associates, Inc. Consulting Engineers letter to Peter Macaluso, Federal Aviation Administration, regarding Problems with MALSR System and Supporting Towers and Walkways, Wilkes Barre/Scranton International Airport, May 7, 1990, p. 1.

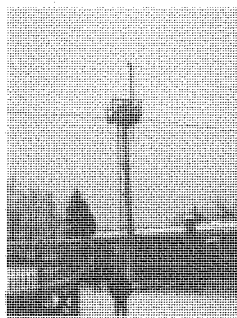
⁵ *Id.*, p. 7.



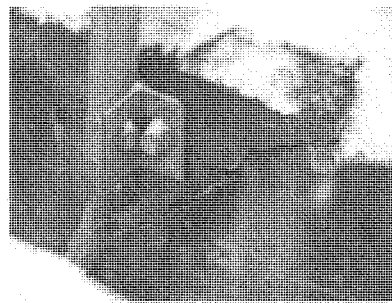
Picture C: Runway End Identifier Lights, Allegheny Airport in Allegheny County, Penn.

The following additional examples highlight the many dangers involved with such perilous working conditions:

- The tower for the MALSR at Allegheny Airport is in critically unstable condition, threatening the safety of employees as well as private citizens who reside near the tower. Employees working on the MALSR tower have reported that the base shifts when they are working on it. Local FAA management told a PASS safety representative that they were aware of the cracks, but that the tower had been deemed stable in an engineering report. However, management would not provide the PASS safety representative with a copy of the report. An employee was witnessed climbing the tower and, as soon as he moved around on the platform at the top, he was ordered back down because the steel base of the tower shifted on the concrete foundation and even lifted slightly in one corner, an indication that the bolt was pulling free from the concrete (see Picture D). This is not only an obvious threat to FAA employees, but the nearby residence is at risk of being destroyed if this tower fell down (see Picture E). Management has since labeled the tower as off limits for employees. Furthermore, the entire lighting array is wired together so if this tower goes down in a storm, the whole lighting system for the runway will go out.



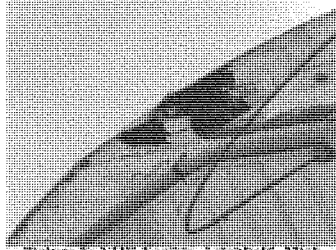
Picture D



Picture E

Medium Intensity Approach Lighting System and Runway Alignment Indicator Lights (MALSR), Allegheny Airport in Allegheny County, Penn.

- The VOR facility in Litchfield, Mich., is deteriorating and in desperate need of repair or replacement. The building is in a severe state of general disrepair, the door is rusted and not sealing correctly, and the antenna platform is physically rotting away (see Picture F). The VOR is a type of radio navigation system for aircraft, and the stability of the VOR and its antennas is crucial for the proper operation of this facility.



Picture F: VOR Facility, Litchfield, Mich.

- Conditions at the Remote Transmitter and Receiver facility in Wichita, Kan., which supports the Air Traffic Control Tower and runway navigational aids, are placing employees in serious danger. The facility has a rotting floor, which is an obvious hazard to employees working at the facility. Even more disturbing is that the door handle locks behind you when you enter the building, meaning that an employee could feasibly get trapped inside the building. This has been the situation at the facility for more than 12 years.
- The Remote Communications Air to Ground facility in Rangle, Colo., has a single point 90-foot antenna tower. The concrete base of the tower is deteriorating. Since this is a single point tower, there are no other legs to hold the structure in place if the central point collapses.
- Facilities housing the localizer, glideslope and middle marker in Tulsa, Okla., and Bartlesville, Okla., have been in terrible condition for over five years. The floors at the facilities are buckled, walls are corroded and moldy, and tiles are protruding from the floor. The equipment located at this facility is vital to air navigation and communicating with aircraft.

PASS and the FAA employees we represent are constantly trying to communicate the dangers associated with unstable building and infrastructure conditions to the FAA as well as attempting to gather additional information on this critical subject. Unfortunately, although the FAA should be making every effort to improve working conditions for its employees, PASS's efforts have largely been stonewalled or ignored. Even more disturbing is that PASS's requests for further information from the FAA, including safety inspection reports, injury reports and employee safety training reports, has been denied.

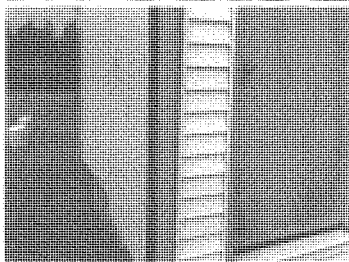
Systems and Equipment Threatened by Infrastructure Issues

Since the FAA has allowed many infrastructure issues to get worse over the years, equipment and systems has been put at risk. While the FAA has always maintained a strong public position that modernization of the NAS is critical to the agency's success, it has seldom included the buildings and facilities that support the NAS as part of the equation, routinely placing modern, state-of-the-art equipment into facilities not suited to house such equipment.

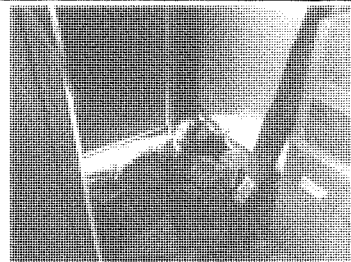
The FAA is putting its most recent modernization plan, the Next Generation Air Transportation System (NextGen), at risk of failure because the current FAA facilities cannot accommodate the new systems without major work, which the FAA has yet to include in its planning. The FAA must make improving FAA air traffic control facilities and working conditions a priority in order to ensure successful modernization of the air traffic control system.

Consider the following examples of vital aviation equipment being put at risk due to infrastructure problems:

- Problems with the fencing surrounding the long range radar facility in Mt. Humboldt, Ariz., create a serious security threat at the facility. Since the fence does not fit flush against the ground, it is possible for someone to crawl under the fence and be quickly within the perimeter. Management has been repeatedly told of this problem over the last several years, but nothing has been done to correct the situation. In addition, security sensors on the facility windows do not work, which means anyone could come through the window and no alarm would sound.
- The radar communications building for the environmental support unit for the Chicago Midway radar facility, which also acts as a backup to Chicago O'Hare International Airport, is in terrible condition, including rusting doors, peeling siding and general disrepair (see Picture G). There is also water damage from a leaky roof on the building that houses the communication equipment less than 15 feet away. A gap under the doorway leading into the building allows water and rodents/insects to enter the building (see Picture H). Additionally, the exposure to outside conditions causes temperature to vary greatly within the building due to escaping heat or air conditioning, which in turn can affect NAS equipment performance.



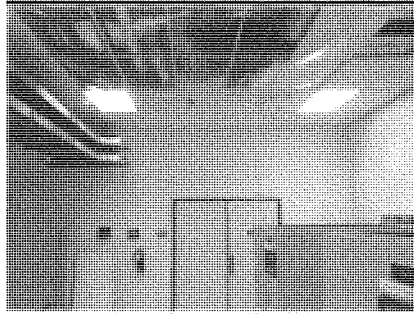
Picture G



Picture H

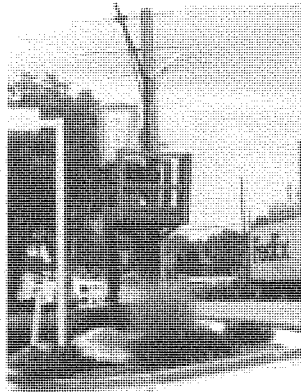
Radar Communications Building, Chicago Midway Radar Facility, Indiana.

- A leaking roof at the Denver Terminal Radar Approach Control (TRACON) facility is putting the important aviation equipment within the building at risk of being damaged. A makeshift "leak catcher" has been installed at the facility instead of fixing the problem (see Picture I). The leak catcher runs from the ceiling into a bucket on the floor. The tubes are mere inches from the air handler, power cables and outlets. This has been the condition at this facility for over a year.



Picture I: Denver TRACON

- The Outer Marker at the Peachtree Dekalb Airport in Georgia sits in an unsecured location beside a gas station at a busy four-way intersection (see Picture J). Although a technician has informed the FAA that the platform is unstable and too small to conduct maintenance activities, no corrective action has been taken for over two years.



Picture J: Outer Marker, Peachtree Dekalb Airport

- At a Tactical Aircraft Control and Navigation facility near Kansas City, a leaking roof resulted in an equipment outage when water interfered with the operation of the equipment. Water leaked into a cabinet at the facility, which provides pilots with continuous information regarding range and bearing, causing a five-hour delay in June 2007. Employees at the facility have put a plastic sheet over the equipment to protect it from future leaks.
- There is no air conditioning at the Lakeland Outer Marker located near Tampa, Fla. The outer marker is the principle point that defines the beginning of the instrument landing system procedure during inclement weather and requires air conditioning in order to properly cool the electronics equipment and prevent excess humidity. The state of the facility is obviously a major problem for the employees as well since the lack of proper air conditioning has led to mold developing at the facility.
- Additional examples of problems with rotting or unstable floors and leaking or unsteady roofs, both of which threaten the safe operation of the equipment within the facilities, include the following:
 - The VOR facility in Galveston, Tex., is on stilts due to a rotting floor. This has been the case at the facility for over five years.
 - The VOR facility in Virginia Key, Fla., has had floor problems for years, placing the equipment at risk of being damaged. The floor is rotting and spongy and employees are concerned that it could collapse completely if the conditions are not addressed.
 - Two additional VOR sites in Putnam, Conn., and Templeton, Mass., are both very old structures with leaking roofs and rodent issues. Although this has been a problem at these two facilities for years, placing the VOR equipment risk, management appears interested in renewing the lease at the sites despite the current conditions.
 - The leaking roof at the VOR facility in Hallsville, Mo., is threatening the operation of the equipment. Employees at the facility have been forced to place plastic sheeting over the equipment to protect it from further damage and outages. The roof has been leaking for approximately five years.

Conclusion

The FAA has a responsibility to guarantee a safe working environment for its employees as well as ensuring that every effort will be made to see that infrastructure issues do not interfere with system and equipment operation. FAA neglect of these issues has led to dangerous working conditions, unstable housing of vital air traffic control equipment and systems, and negative health impact on many of its employees. The FAA has recently introduced an ambitious plan to modernize the air traffic control system. However, such a plan cannot be executed without a stable infrastructure in place. To continue moving forward with plans to modernize the NAS without first ensuring a solid infrastructure will only increase the likelihood of problems and even more dangerous working conditions in the future.

We are very pleased that funding has been included in the FAA Reauthorization Act of 2007 (H.R. 2881) to increase the FAA's facilities and equipment (F&E) account in order to enable the FAA to address the multiple infrastructure issues within the NAS. PASS is in full support of this legislation and looks forward to working to improve the air traffic control infrastructure as well as working conditions for our members. In pursuit of this, and in order to ensure a stable infrastructure, PASS

believes that it is important that the FAA consult with the employees who work within the NAS infrastructure everyday. As such, PASS is pleased that language is included in H.R. 2881 that requires the FAA to include stakeholders in modernization projects, which should include NAS facility infrastructure issues.

FAA technicians are vital to the safe operation of this country's aviation system. Providing them with a safe work environment should not even be up for debate. The FAA should be held responsible for ensuring that these dedicated federal employees have fundamental protection and that the NAS infrastructure is stable and secure in order to allow these workers to fulfill their very important responsibility of protecting the safety and efficiency of this country's aviation system.



Testimony of

Patrick Forrey, President,
National Air Traffic Controllers Association
and
Patricia Gilbert, National Legislative Chair,
National Air Traffic Controllers Association

Before the House Transportation and Infrastructure
Subcommittee on Aviation
Tuesday, July 24th, 2007

**FAA's Aging ATC Facilities:
Investigating the Need to Improve Facilities and Worker Conditions**

**THE FEDERAL AVIATION ADMINISTRATION'S AGING AIR TRAFFIC CONTROL FACILITIES:
THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS**

INTRODUCTION

The National Air Traffic Controllers Association (NATCA) is the exclusive representative of over 14,000 air traffic controllers serving the Federal Aviation Administration (FAA), Department of Defense and private sector. In addition, NATCA represents approximately 1,200 FAA engineers, 600 traffic management coordinators, 500 aircraft certification professionals, agency operational support staff, regional personnel from FAA's logistics, budget, finance and computer specialist divisions, and agency occupational health specialists, nurses and medical program specialists. NATCA's mission is to preserve, promote and improve the safety of air travel within the United States, and to serve as an advocate for air traffic controllers and other aviation safety professionals. NATCA has a long history of supporting new aviation technology, modernizing and enhancing our nation's air traffic control system, and working to ensure we are prepared to meet the growing demand for aviation services.

The air traffic control system has made vast strides in safety and technology during its short existence. Radar systems have advanced. Satellite-based surveillance systems continue to make some progress – though we are concerned about the proposed selling off of some of the major components of the system, such as ADS-B. Unfortunately, the aging air traffic control facilities that house these advances have gone unchanged. More importantly, the maintenance and basic structures are not keeping pace with the rest of the industry and this is weakening controllers' ability to operate the largest and most congested airspace system in the world. NATCA believes that with the proper maintenance, many of these facilities can and should continue to be viable sites in the ATC system, regardless of their age.

NATCA applauds Chairman Oberstar and Chairman Costello and committee leadership for their support of ATC infrastructure in H.R. 2881, the "FAA Reauthorization Act of 2007." HR2881 provides historic funding levels for the FAA's capital programs. Between fiscal year 2008 and fiscal year 2011, the bill provides nearly \$13 billion for FAA Facilities & Equipment ("F&E") and will give the FAA the resources to make needed repairs and replacement of existing facilities and equipment. This funding level should enable the FAA to address many of the issues that will be discussed in this important hearing and this testimony. With funding, comes responsibility and oversight of the expenditure of tax payer dollars. NATCA believes that the FAA must be held accountable to make better maintenance investments in ATC facilities. These facilities are taxpayer financed and the taxpayer's investment must be protected. Just this February, the U.S. Department of Transportation Inspector General issued an Audit Announcement (Department of Transportation Fiscal Years 2007 and 2006 Financial Statements – 2/7/2007) in which the FAA received a "qualified" opinion from the auditor. The issue was that Agency's financial statements could not account for \$4.7 billion as of September 30, 2006 in regards a Property, Plant and Equipment line item. Simply stated, NATCA believes this is unacceptable and we must not allow this situation to negatively impact relevant dollars needed for facility maintenance.

THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS

The maintenance and preservation of its aging air traffic control facilities, which house the employees who operate and maintain the safety of the National Airspace System (NAS), have not been a priority for the FAA. The resulting environmental conditions have jeopardized the safety of workers, as well as the effectiveness of the equipment they use – both of which can negatively impact the safety of the air traffic system. Specifically, employees have been forced to work in conditions that are sometimes unsafe, or conditions that impede the employees' ability to perform their jobs safely. In many cases, NATCA believes that the conditions are in violation of Occupational Safety and Health Administration (OSHA) safety standards.

Earlier this year several examples of unacceptable worker conditions came to light when a number of incidents at FAA facilities interrupted operations and controllers became ill after noxious fumes entered work areas. Carbon monoxide affected controllers at the New York Terminal Radar Approach Control (TRACON) in April, and the same problem occurred at the Washington Dulles tower in May. Controllers and other employees at facilities in Jacksonville, Fla., San Jose, Calif. and Eugene, Ore. also faced a similar scenario when unidentified "fumes" entered the work area. In each of these instances, the employees felt the Agency response did not match their concerns.

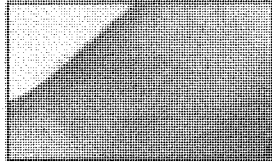
NATIONWIDE SURVEY OF ATC FACILITIES

It is NATCA's position that the Agency has a responsibility to guarantee a safe working environment to each of its employees – from the engineers who evaluate airplane designs to the controller in a tower – as they perform invaluable safety tasks for the public. Therefore, NATCA initiated a facility survey, conducted by air traffic controllers (NATCA representatives), targeting the FAA's 314 air traffic control facilities. The survey results provide a unique perspective on the state of FAA's facilities, such as:

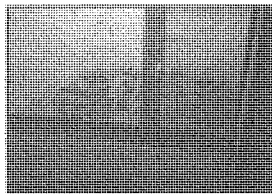
- **Air Traffic Control Towers (ATCT)** - An ATCT is located at the airport. Towers handle all takeoff, landing, and ground traffic.
- **Air Route Traffic Control Center (ARTCC or 'Center')** An air traffic control facility, usually called 'center.' Centers handle 'en route' traffic, generally flying on instrument flight plans, as they move across the United States.
- **Terminal Radar Approach Control (TRACONs)** The air traffic control facility that controls airplanes, typically when they are within 30 miles of the airport, or transiting airspace near the airport.

The nationwide field survey identified a wide variety of problems and needs. Conversely, there were also facilities that did not exhibit maintenance or environmental challenges for the employees. In reviewing the research, we looked for trends as opposed to individual and routine maintenance issues. In this regard, the most commonly reported problems were mold and other harmful contaminants, external leaks, and building ventilation and temperature control.

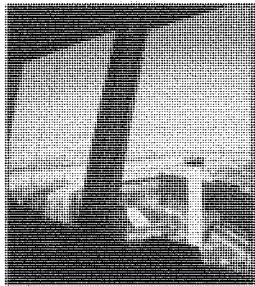
Exposure to mold and other harmful contaminants: The FAA's disregard of facility maintenance has resulted in harmful contaminants in many of its facilities. Exposure to these dangerous contaminants has resulted in unsafe worker conditions at facilities across the nation.



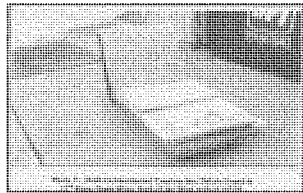
Impact of mold in Detroit



Mold in elevator shaft in Detroit

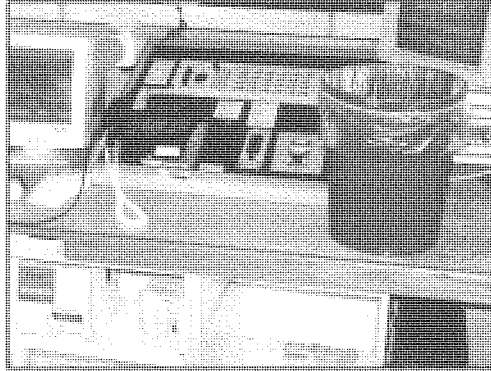


Tower cab at O'Hare using hoses and buckets to capture water leaks



Kansas City contaminated construction debris

- In the Detroit Air Traffic Control Tower two years ago, over 6,000 square feet of mold-contaminated material were identified which included black toxic mold (*Stachybotrys*) as well as several other toxic mold types. Remediation was conducted at the facility four times – one time included a chemical spray which resulted in eight employees requiring medical treatment. Employees continue to experience respiratory infections, asthma-like symptoms, rashes, nose bleeds, fungal infections on vocal cords, possible nerve damage, and various other issues.
- The Chicago-O'Hare ATC Tower had fire suppression pipes break and flood various parts of the facility in February. The FAA did not allow NATCA involvement in the cleanup or input in mitigating the possible health issues (related to mold). NATCA initial test results show possible mold.
- The Kansas City tower recently identified that mold was found in various rooms not previously inspected, primarily caused by condensation, miscellaneous floor drain issues, and building water leaks. Contaminated insulation was found below the raised flooring, which is located directly in front of the supply air discharge. This may become a source of airborne contaminants and requires immediate attention in order to reduce or eliminate the likelihood of an increased health risk to facility occupants. At the Kansas City International Tower, and at other facilities, the FAA's approach to mold remediation is exactly the reverse of accepted practice. Their current intent is to remove and or treat the mold first, and then only at a later date, address the causes of the mold. This plan will not only make the initial mold removal ineffective but will most likely result in a duplicate expense in retreating for mold after any repairs.



Rainfall leak onto equipment at Grand Rapids, Mich. Tower

- In San Jose, during the replacement of the air unit, potential toxic mold was found. The facility is in the process of testing to determine if the material found in the facility is a toxic mold.
- Grand Rapids has had several environmental issues in the last 10 years relating to bacteria contamination, water leaks and possible mold contamination.

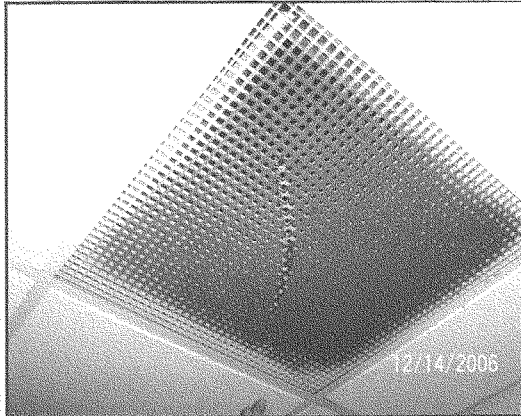
External Facility Leaks: Facility condition reports conducted by NATCA reveal that airport control towers and radar rooms across the nation have serious external leaks. Many of these leaks are into equipment rooms and jeopardize expensive and vital safety equipment. In many cases these external leaks lead to the growth of dangerous mold.

- NATCA field representatives have relayed that the Atlanta Center has had water issues in the facility for a number of years. In some instances it is so bad controllers have to hold an umbrella over the radar scope in order to see the planes and hope they do not get electrocuted while working.
- The Chicago Center, located in Aurora, had major water leaks over the back wall of the building (2004) and in the basement. The extent of possible mold contamination is unknown at this point.



Leaking roof at Atlanta Center

Building Ventilation, and Temperature Control: Poor conditions not only affect the safety of the flying public but the occupants and operators of the national airspace system. It is commonly recognized that being an air traffic controller is among the most stressful careers that one can undertake. However, our research has found that in nearly every facility surveyed, the operators and occupants reported poor heating, air conditioning and air quality. These conditions present a



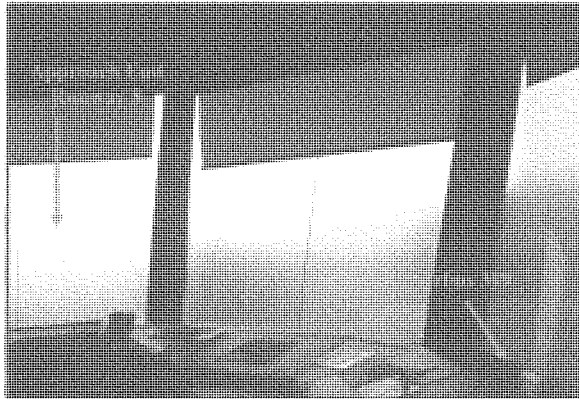
Air quality issues at Pensacola, Fla. Tower

major distraction to the controllers and an unnecessary distraction when full concentration is essential to public safety. Worse yet, controllers in these environments report frequent respiratory ailments. Ironically, because of the medical standards and limitations that controllers must adhere to, even over-the-counter medications for these ailments aren't available for relief.

In several airport control towers the poor environmental conditions represent a potentially serious situation, not just to the employees, but to the flying public. A notable example is the

recurrence of condensation accumulating on the windowpanes of tower cabs in San Juan and South Florida, causing reduced visibility, which in some cases can be extreme and unsafe.

Visually identifying aircraft and vehicles and ensuring that control surfaces stay clear during aircraft operations is the single most effective means of reducing runway incursions and surface accidents. The failure of the FAA to mitigate these problems is inexcusable.



Blinding condensation in San Juan, Puerto Rico

The adjacent picture shows that due to the condensation on the San Juan tower windows, air traffic controllers are sometimes 'blind' without the ability to scan the runways or taxiways. A wrong turn by an aircrew could be disastrous.

CONTROLLERS SURVEYING CONTROLLERS ON FACILITY CONDITIONS

The FAA has never, to our knowledge, compiled an overall list of environmental, equipment, health or safety issues from its 314 air traffic field facilities. Based on this lack of available data and the overwhelming volume of specific complaints from individual facilities, NATCA decided earlier this year to request individual facility reports from its field representatives for compiling into a national database. While information for some facilities was not received, over 220 facilities provided data in varying detail and the results are alarming.

Nearly 100 percent of the facilities responding reported environmental, deleterious equipment, safety and/or health issues. These issues jeopardize the reliability and effectiveness of the personnel tasked with the actual responsibility of ensuring and performing the safe execution of our nations air traffic requirements as well as the equipment they must interface with to accomplish that mission.

| Rating | Facilities Reporting | Percentage |
|------------------------|----------------------|------------|
| Danger | 18 | 8% |
| Poor | 62 | 28% |
| Fair | 69 | 31% |
| Good | 57 | 26% |
| New | 14 | 6% |
| Total Reporting | 220 | |

Most facilities reported the overall condition of their facilities as merely fair, with 62 reporting their condition as poor, and an additional 18 reporting their condition as outright dangerous. When asked what constitutes a dangerous situation, the respondents were concerned with their personal well being as well as the facility's ability to handle the daily aircraft operations. A summary of a few of the numerous problems is below:

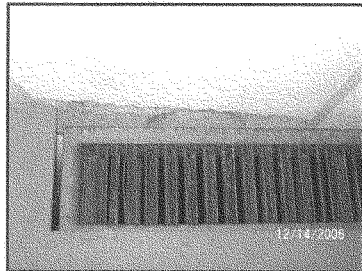
- 40 facilities report significant mold issues, many are dealing with toxic (black) mold and its associated health risks, with the most extreme cases reporting employees already suffering long term or permanent injuries from exposure.
- Asbestos in buildings, other abatement issues and dangerous releases are still a serious concern at over 30 facilities. New York Center, Atlanta Center and Fargo, SD Tower among others are still awaiting years long promised asbestos abatement.
- 75 facilities report water leaks of which at least a half a dozen reported frequent leaks directly on controllers or equipment. Even facilities as new as seven years old report water running down the interior walls during storms.
 - Rome, NY and Springfield, IL deal with virtual bucket brigades to keep up with all of their leaks, while Washington center reports not only rivers of water in the bathrooms and some common areas but predictable annual water pipe bursting each winter.
- Adding to this are serious issues at many facilities with fumes leaking into the working areas from jet fuel, jet exhaust, insecticides, solvents (toluene) and generator/other engine exhausts. Several facilities report employees still unable to return to work due to exposure side effects.
- Over 100 facilities report significant issues with heating and cooling resulting in extreme seasonal temperature variations and inconsistent temperatures from area to area. Even

brand new facilities report temperature variations with lows in the 50's and highs over 100 degrees in the operating quarters, such as the recently built Addison Tower in Dallas, Texas, resulting in obvious human discomfort as well as equipment risk.

- Of these facilities, over 50 report chronic air quality issues including cold and flu-like symptoms, respiratory/breathing problems, headaches and controllers routinely sickened from lack of ventilation.
 - Evansville, IN Tower controllers have had to work in extreme unbearable temperatures in the TRACON despite the below freezing conditions outside while the tower in Asheville NC fluctuates plus or minus ten degrees in a 20-30 minute period.
- Northern California TRACON has a recurring issue with snakes in the building during the summer and fall months while St. Louis Tower deals with the challenge of bats. Both are relatively new facilities. 28 other facilities report pervasive infestation issues with rats, mice, wasps, termites, ants and flies.
- Other issues of concern at numerous facilities include poorly placed equipment obstructing the operation or obscuring visibility, windows in tower cabs routinely fogging up on the inside, lead heavy or malodorous or contaminated drinking water, excessive dust or other surface contaminants amongst others.
 - NATCA has serious concerns, for instance, about the safety of articulating arms in facilities nationwide. The potential for injuries to employees and disruption of air traffic control operations is significant if the articulating arms in other facilities are defective. NATCA requests that the FAA conduct an inspection of all articulating arms at each facility in order to ensure the safety of FAA employees and avoid equipment failures that could impact operations.

POOR WORKER ENVIRONMENTAL CONDITIONS ARE ENDEMIC AT FAA FACILITIES

As stated earlier, exposure to these harmful contaminants has resulted in unsafe worker conditions at facilities across the nation. In the Detroit Metro Tower, mold contaminated material was identified which included black toxic mold. The FAA has spent considerable financial and human resources after initial mold problems were discovered during a safety inspection in September 2004. Unfortunately the selection of the projects to work on and the management of these projects created conditions inside the building that are worse for the occupants in July 2007 than before the FAA began their efforts in January 2005. Despite the



Naval Air Station, Meridian, Miss.

obvious confirmation of a hazardous situation the Agency consistently marginalized NATCA's concerns and suggestions. As a result, the Agency has spent over \$1.2 million on building improvements but has steadfastly refused to confirm that the primary source of contamination now impacting the building occupants is the mold infested elevator shaft liner. For over two years the Agency has stonewalled NATCA's efforts to collect core samples of the shaft liner which would prove that their building improvement projects have not resolved the problems for the men and women who work there and have the responsibility of protecting the flying public.

This madness of the Agency refusing to protect its own employees is not limited to the Detroit facility. Controllers in the Atlanta ARTCC have had to guide aircraft while using an umbrella to protect them from the water cascading in from roof leaks. After more than five years of persistent complaints of indoor air quality related health problems, NATCA invested dues dollars to have a comprehensive inspection completed. As in other facilities, the Agency has snubbed our efforts to cooperate in improving workplace conditions.

Even in cases where the health concerns are a result of an identifiable short term problem, the FAA has consistently marginalized the health impacts that their poor project management has created. This year significant chemical exposure incidents in the tower in San Jose, Calif. and the TRACON in Jacksonville, Fla. have resulted in severe respiratory injuries. In both facilities the Agency took days to even begin investigations.

The following is a list of contaminants identified in various FAA facilities where NATCA had to investigate due to the poor maintenance by the FAA of their buildings and projects which caused a harmful working environment for the employees. The breadth of contaminants and disparity of locations indicates that the problem of poor maintenance is endemic within the FAA system.

ADDITIONAL INDOOR AIR QUALITY PROBLEMS IDENTIFIED AT FAA FACILITIES

| | |
|----------------------------|---------------------------------------|
| Asbestos | Aurora, IL |
| Bacteria | Jacksonville, FL |
| Cadmium | Boston, Pittsburgh, Atlanta, Detroit |
| De-icer Fluid | Washington, DC |
| Exhaust | Kalamazoo, MI |
| Fungus/mold | Detroit, MI and many other facilities |
| Glue/Adhesive | Tampa, FL |
| Humidity | San Diego, CA |
| Isopropanol (roof mastic) | Cleveland, OH |
| Jet Fuel | Reno, NV |
| Ketone (caulking compound) | Atlanta, GA |
| Lead Dust from Paint | Myrtle Beach, SC |
| Mercury | Milwaukee, WI |
| Ozone/Electronic | Oakland, CA |
| Pesticides | Memphis, TN |
| Quercus (oak pollen) | Chicago, IL |
| Radon | Denver, CO |
| Sodium Azide | Grand County, WA |
| Tobacco Smoke | Las Vegas, NV |
| Unidentified Source | Melbourne, FL |
| Volatile Organic Compounds | Salt Lake City, UT |
| Welding Fumes | Various facilities |
| Xylene | Reno, NV |
| Yeast | Battle Creek, MI |
| Zinc | Memphis, TN |

COLLABORATING TO ENSURE SAFE WORKING CONDITIONS

NATCA believes the FAA should consider the safety and well-being of its employees a matter of extreme importance, considering the safety of the flying public is in their hands every minute of every day. In this respect, proper maintenance of Agency facilities must be a priority. When maintenance negatively affects the working conditions of the facility, and therefore the safety of the employees, NATCA believes the Agency must make collaboration with the employees' exclusive representative a priority to ensure the



Asbestos restricted area in Atlanta Center

safest remedy to the situation. Not using a collaborative approach to unexpected, failed facility maintenance has resulted in unsafe, costly mistakes.

Three recent incidents at major facilities involving failed maintenance projects resulted in over a dozen employees being severely sickened.

- On Feb. 28th, a botched roofing project and failed cleanup efforts at Jacksonville TRACON resulted in employees having to breathe toxic odors. Controllers began to suffer from various side effects: dizziness, nausea, skin tingling, and chest pains. Local FAA management was approached repeatedly about this issue, but they refused to acknowledge that the harmful vapors existed in the TRACON part of the facility. By the 10th day of the ordeal, controllers were beginning to suffer the effects of being exposed to these dangerous chemicals for a long period of time. To date, five controllers are still out of work and being treated by the Mayo Clinic.
- On April 25th, scheduled maintenance on an engine generator at the New York TRACON sent diesel exhaust fumes into the ventilation system for the building, resulting in a slow leak of deadly carbon monoxide gas. Six controllers in the Newark Area of the TRACON were affected and showed the familiar signs of carbon monoxide poisoning: headache, nausea, extreme fatigue, loss of concentration and dizziness. The facility's operations manager forced the controllers to remain on the job and in the room. Even worse, the Agency refused the controllers' request to call the fire department to test the air in the facility and tend to the injured employees.
- And on May 9th, at Washington Dulles Air Traffic Control Tower, the FAA delayed evacuating controllers and other tower employees for 45 minutes after noxious fumes from an airport construction project were absorbed and circulated by the tower's ventilation system, resulting in prolonged exposure to high levels of carbon monoxide that ended up sending five employees to the hospital. In all three instances, the Union attempted to collaborate with the Agency, but was denied the ability to do so.

As NATCA has testified before this Committee in the past, there are several serious discussions about the NAS that air traffic controllers are being shut out of by the Agency- to the detriment of the system. Controllers have played an important role in the development of new air traffic control technologies; but we are currently shut out of NextGen modernization. In the past, controllers and the FAA have worked in tandem to consolidate outdated facilities in order to make the airspace more efficient; but today we have no voice in consolidations. In the past, controllers have collaborated with the FAA to determine – using scientific data – safe and accurate staffing levels needs for ATC facilities across the country; but earlier this year the FAA unilaterally imposed vague staffing ranges that not only fail to staff to traffic, but also fail to provide the scientific data used to support the new staffing numbers. Now, air traffic controllers are also being shut out of discussions that effect their own health and well-being.

The Agency's refusal to acknowledge that conditions in their buildings are having a detrimental effect on the controllers' health has directly caused significant suffering by their own employees and cost the taxpayers millions of dollars for misdirected projects, grievances, workers' compensation, lost productivity and inefficiencies. On many occasions their refusal to listen to

NATCA members, acknowledge their real life experiences, and work cooperatively to identify and resolve problems, has endangered the public because of the physical or health conditions that the controllers are forced to endure.

CONSOLIDATION IS NOT THE QUICK FIX ANSWER – PROPER MAINTENANCE IS

NATCA rejects the notion that consolidation of ATC facilities, without full involvement of the stakeholders, is the best and easiest approach to addressing the Agency's past neglect of facility maintenance. NATCA's position has been and continues to be that we are not opposed to ALL consolidations. Our position is that the FAA must first fulfill its 30-year obligation of meeting a "specific operational need" as well as cost reductions before consolidation can be considered; value cannot be the exclusive purpose for consolidating control facilities. Involving the input of air traffic controllers will ensure that consolidations will improve efficiency, safety, or service, support modernization efforts, protect employees, and ensure that cost reductions are actually realized. Equally important to NATCA is that services are not reduced and that the remaining tower will not be privatized.

Case in point, Palm Springs (PSP) radar facility was and is in complete disrepair because the FAA has simply failed to maintain it, allowing the facility to be infested by "foot-long rats." Neglect led the Agency to consolidate the radar facility to the Southern California TRACON, motivated exclusively by costs. Their belief that it is cheaper to consolidate than to properly maintain and fix such facilities is wrong. However, as professionals whose primary responsibility is the safety of the flying public, and despite the FAA's late invitation for us to participate, NATCA agreed to try and work this particular consolidation out to the mutual benefit of all concerned – the employees, the users, the community, the FAA and Congress.

The PSP agreement to consolidate is not a one size fits all approach with facility consolidations. What works for PSP will not necessarily work for any other facility that the FAA intends to consolidate. It does, however, demonstrate NATCA's willingness to be involved in a collaborative approach on the issue of collaboration. Each potential consolidation needs to be critically examined for the impacts on safety, service, efficiency of the system, modernization potential, the impacts on the users and the employees, including forced moves and privatization of the tower left behind, before a decision should be made. NATCA believes the PSP agreement could represent a start to the collaborative process, and we welcome the opportunity to participate in other important matters that affect the NAS and the safety of the flying public.

CONCLUSION

It is NATCA's belief that the Agency has a responsibility to guarantee a safe, working environment for air traffic controllers and other safety aviation professionals that perform inherently governmental safety functions. The fact is that many FAA employees nationwide do not think the FAA value's the health and risk of its employees who are tasked with the responsibility of keeping the skies safe.

The poor and many times unsafe working conditions compound an already-existing problem: the air traffic control system is significantly understaffed. The system is down to only 11,500 fully certified controllers (FPLs – does not include trainees), as of the end of May of 2007. This

is the lowest level since the end of FY96 and over 1,100 fewer than on 9/11, when there were 12,580. The GAO has confirmed that many of the most experienced, veteran controllers are retiring at an accelerated rate. At previous hearings, members of this committee, echoing the April recommendations from the National Transportation Safety Board (NTSB), have cited the resulting fatigue of controllers as a major concern. Working at the most stressful occupation there is, these employees, now more than ever, must be certain that their employer considers the safety of their working environment a priority. NATCA believes that the FAA must be held accountable to make better maintenance investments in ATC facilities.

NATCA commends Chairmen Oberstar and Costello for their leadership in developing H.R. 2881, the FAA Reauthorization Act of 2007. In addition to many important policy initiatives, this legislation authorizes critically-needed funding levels for the FAA's F&E account that will enable FAA to make needed repairs and replacement of existing facilities and equipment. We support enactment of this critical legislation and hope it will compel the FAA's implementation of the required maintenance.

NATCA calls on the FAA to adhere to the Air Quality Policy and Mold Remediation Policies they finalized in September of 2006 but then failed to enforce at its facilities. The Agency needs to embrace the industry standard of care that is part of their own policy and be aggressive in removing mold-contaminated porous materials – but do it in a way that will not cause more problems after the removal than it did before. Including NATCA representatives and our experts in the planning stages for dealing with environmental projects will help the Agency identify clear endpoints and safe procedures so that neither the controllers nor the public are put at undue risk by the remediation efforts.

Because of the great number of facilities that are currently experiencing mold problems **NATCA calls on the FAA to convene a small group of labor and management representatives in a collaborative approach to identify and resolve such problems**, similar to the group that developed a Memorandum of Understanding regarding asbestos concerns in 1992. The harm being suffered by controllers and supervisors alike demands that the Agency partner with NATCA to prevent such situations from imperiling the health of the building occupants rather than reacting to conditions which have deteriorated to the point where highly trained and productive employees suffer needlessly and are forced from their career.

NATCA calls on the FAA to implement a collaborative investigation process in each instance where controllers or other occupants in air traffic facilities are exposed to chemical contaminants. NATCA also believes that when these harmful situations arise, the Agency must address the situation more quickly with an eye towards the care of its employees as well as full inclusion of their representatives in the problem resolution. The risk to the flying public and health of Agency employees is too important not to learn from past mistakes. Failing to conduct a rigorous examination of exposure incidents, and denying NATCA's participation in such incident reviews virtually guarantees that such problems will continue to occur and that management decisions in such cases will jeopardize the health of the controllers.

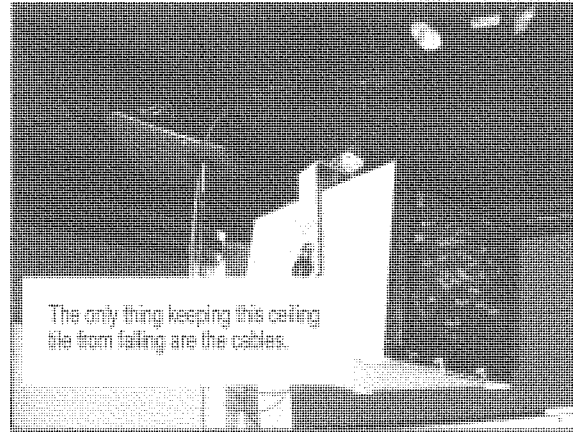
NATCA also calls on the FAA to improve its procedures for dealing with hazardous workplace conditions, and install carbon monoxide detectors and other appropriate monitors in all occupied structures. Because of the critical work that controllers and other FAA employees perform the carbon monoxide detectors put in Agency occupied structures

should have a digital display, which continually shows carbon monoxide gas levels, as well as a peak-level memory feature. The units should be capable of detecting and displaying carbon monoxide levels well below the 70 parts per million that trigger the alarm as exposure to low levels of this odorless contaminant can impair controller performance through headaches and fatigue.

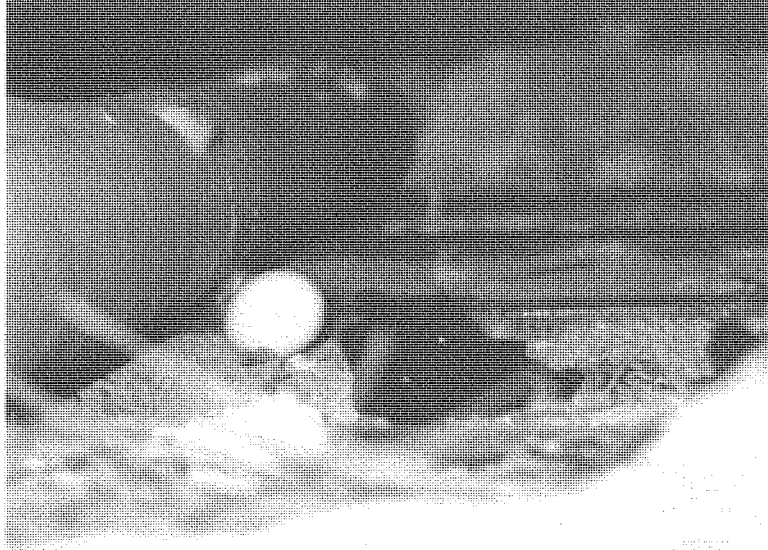
Thank you Mr. Chairman.

Just last Thursday afternoon, the following report went out from Tri-Cities, Bristol, TN rerouting traffic due to water damage in the TRACON:

W3 TRI APCH RSTNS UFA...TRI APCH OPERATING OUT OF TOWER CAB UFA DUE
TO WATER DAMAGE IN TRACON...IF PRACTICAL REROUTE ALL ENROUTE TRAFFIC
AROUND TRI APCH AIRSPACE...ENSURE ALL ARRIVALS TO TRI APCH ARE LEVEL
AT 110....ARRIVALS AT 90 OR 100 CLIMB TO 110.....191402TH



Dulles Tower



West Palm Beach Tower ceiling

STATEMENT OF BRUCE JOHNSON, VICE PRESIDENT OF TERMINAL SERVICES, AND STEVEN ZAIDMAN, VICE PRESIDENT OF TECHNICAL OPERATIONS, FEDERAL AVIATION ADMINISTRATION BEFORE THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE, SUBCOMMITTEE ON AVIATION, ON THE FAA'S AGING ATC FACILITIES: INVESTIGATING THE NEED TO IMPROVE FACILITIES AND WORKER CONDITIONS, ON JULY 24, 2007.

Chairman Costello, Congressman Petri, Members of the Subcommittee:

We are pleased to appear before you today to discuss the Federal Aviation Administration's efforts to improve aging air traffic control facilities and the worker conditions at those facilities. My name is Bruce Johnson, and I am the Vice President of Terminal Services in the FAA's Air Traffic Organization. With me today is Steven Zaidman, the ATO's Vice President of Technical Operations. Improving our air traffic control facilities is one of the FAA's greatest challenges, in breadth and in depth, and we appreciate having the opportunity to discuss it with you. We have an extensive multi-tiered program to address our aging facilities, and we look forward to continuing our efforts as we transition to the Next Generation Air Transportation System.

The Challenge

As you know, the current air traffic system is built around 1960s radar technology and is constrained by its limitations. At the time the system was built, each air traffic facility could receive signals from only one radar. That operational limitation required that we build more than 300 air traffic control facilities spread across the country. That number has grown to 526 terminal and en route air traffic control facilities across the country. Out of these, the FAA has responsibility for replacing and transitioning over 400 to

NextGen. Additionally, FAA is responsible for maintaining more than 9,000 smaller buildings and 13,000 structural towers associated with navigational aids, radars, and other components of the ATC infrastructure. Our airspace is also divided into artificial boundaries based on the limits of legacy radar technology.

Today, radar and air traffic control automation technology permits individual facilities to handle up to 16 radars. In the meantime, as we replace and transform these facilities, we still need to sustain them, that is, performing maintenance and repair where needed and bringing the facilities up to building code, where applicable.

In 1999, the FAA began assessing our terminal facilities, which include Airport Traffic Control Towers and Terminal Radar Approach Control facilities (TRACON), to collect information about the condition of the facility and the costs associated with maintaining the facility. In addition, we have a facility planning process in place that methodically analyzes each facility for potential modernization, including replacement. As part of this planning process, we include a facility life-cycle model that will better enable us to predict the maintenance and repair costs of each facility, as it undergoes modernization or replacement. Finally, our long range plans under our airspace redesign efforts include potential facility consolidation, which will result in better service to air travelers, better work environments for our controllers, and lower costs to the taxpayer.

Sustaining Current Facilities

As both our en route and terminal facilities age, we strive to get the most mileage out of them. We collect and review our maintenance and repair needs annually in order to budget appropriately for them. Once we identify what is needed, we prioritize our needs – maintenance and repairs impacting safety, as always, are our first priority, followed by waterproofing, HVAC and electrical issues, and on down the line. High priority needs, such as a leaking roof or an air conditioner outage during the summer, are addressed immediately while lower priority needs, such as new paint and carpet, are planned through the normal budget cycle.

Additionally, we are striving to be more proactive in our approach to maintenance and repairs. We have developed our processes to identify and process maintenance and repair issues as they arise. When a critical need that immediately affects operation arises, we reprioritize our maintenance and repair schedule as needed to address it. We recognize that we have a backlog of maintenance and repair, and we are taking steps to reduce that backlog. We have completed condition assessments for various facility types to determine what repairs are needed and how to budget for them. We have also developed systems to ensure that the highest priority backlog items are addressed first. I am pleased to report that we are making headway on the backlog and will continue to do so over the coming years. Finally, as we transition into NextGen, we are developing individual facility life-cycle plans, which will allow us to be more proactive in planning for sustaining our facilities over their lifespans.

Replacing Facilities

It is an unfortunate fact that some of our facilities have aged to the point where the responsible thing to do is replace them. We have facilities in our system that have so many issues that to repair and remediate them indefinitely would be financially unsound. We certainly appreciate that replacing an air traffic control facility is a major financial investment. Thus, the FAA has set out criteria for facilities replacement that are intended to ensure that resources are allocated responsibly.

First, we are only replacing facilities that have a solid business case and meet fixed requirements. When we identify a tower deficiency, we examine all of the options for addressing the issues. In some cases, we determine that it is a better long-term solution, technologically and financially, to replace the facility. In others, we have found that a complete replacement is unnecessary, and that we are able to update the facility sufficiently. Thus far, 13 new sites have been commissioned from FY 2005 – FY 2006, and we have 12 sites that we plan to commission between FY 2007 – FY 2008.

Transition to NextGen

As you all know, today's aviation system is operating at full capacity, making our transition to NextGen an absolute necessity. As we maintain our current facilities to make the most of them, and replace them when needed, we are simultaneously working to transition facilities into NextGen by identifying where and when new technologies and equipment can be put into place. For instance, at the Morristown, New Jersey facility, the FAA made the business decision to modernize instead of replace. That modernization effort is currently in the design phase and scheduled to be complete in Spring 2008.

Consolidation

A key element of the FAA's transformation into NextGen is consolidation of our facilities. The number and specific locations of many existing FAA facilities were determined by the capabilities and limitations of 1960's technology. In the subsequent four decades, the available technology has vastly improved, rendering the long-existing pattern of FAA facilities no longer the best configuration. Without consolidation, the FAA is tied to maintaining outdated facilities with outdated technology based on outdated 1960's radar boundaries. Further, consolidation lowers infrastructure costs, and helps improve safety and efficiency by making new technologies available for controllers. These savings and improvements mean fewer air traffic delays and lower costs for air travelers.

The FAA has proven that we can consolidate both airspace and facilities, improving the safety of flight while at the same time saving money. For example, in 2002, the FAA consolidated the airspace control that was formerly managed by five separate airports in the Baltimore-Washington metropolitan area into one brand new facility – called the Potomac Terminal Approach Control. Now instead of having five compartments of airspace, the FAA has a large geographic area in which the airspace was redesigned to improve the safety of operations and provide more direct routes for aircraft. This consolidation has the additional benefit of allowing aircraft to fly at higher altitudes longer, reducing fuel consumption and the incumbent noise impacts created with low-level flight. The Baltimore-Washington airspace consolidation has been extremely

successful, saving millions of dollars in fuel, reducing carbon emissions, reducing noise exposure and reducing delays. Facilities and airspace consolidations in New York, Atlanta, Northern California and Southern California have seen similar results.

However, despite proven success, a provision in this Committee's aviation reauthorization proposal, H.R. 2881, would impose a moratorium on any FAA's consolidation plans and prohibit FAA from managing our assets. Section 807 of H.R. 2881 would require the FAA to submit a report on our consolidation efforts, but would also allow delay tactics by communities that could postpone any consolidation efforts virtually indefinitely.

We recognize that consolidation is a highly emotional and sensitive issue, which is why the Administration proposed a process where objective recommendations would be made regarding which facilities to close, public input would be considered, Presidential review would be required, and, ultimately, congressional action would be necessary. The provision was included in the FAA's reauthorization proposal to augment the FAA's current consolidation authority to include an open, public process where all concerned parties may have their say. We believe this approach is the fairest way for the FAA to make objective, informed decisions about facility consolidation.

Not only does H.R. 2881 not include this comprehensive approach, but it would take a step backwards. If the House provision is enacted, with its moratorium on facility closure and the decisionmaking delays it allows, the FAA would be tied to continuing to maintain

outdated facilities with outdated technology. Our transition to NextGen would be at risk, and the result would be aviation gridlock.

The development and deployment of NextGen, by its very nature, will be a complex, challenging, and expensive technological endeavor. It will entail a total system reengineering of our airspace and air traffic control systems without the luxury of slowing down or interrupting the growing volumes of air traffic that we see each and every day. A provision such as section 807 that limits, or removes entirely, our discretion to determine how best to transition to NextGen according to objective safety, efficiency, and economic considerations will greatly hamper, or entirely halt, this important initiative. The Administration's proposal is what is needed to help us move effectively toward NextGen, and we strongly urge Congress to adopt our approach.

While we recognize that there may be disruption to a few individuals and communities with the consolidation of facilities, it is simply unrealistic to expect that a major overhaul of the nation's air traffic control system will not result in some growing pains. At every phase, we are taking steps to minimize worker disruption and ensure smooth transitions wherever possible. In the case of the recent Palm Springs consolidation, we did not require anyone to relocate. In those cases where relocation is unavoidable, workers will be offered a fully paid move and notified well in advance of the transition. In addition, the FAA will provide appropriate training and orientation at the new facility to further ensure success.

In fact, worker conditions are always a major concern. Maintenance and repairs, replacement of facilities, and transitioning to NextGen are all conducted with worker conditions in mind. We have several procedures in place to protect worker safety as construction projects get underway. Replacing facilities and NextGen technologies are primarily designed with the worker environment in mind, to make our controllers' jobs more streamlined and efficient and provide them a safe and comfortable working environment.

Conclusion

FAA's transition to NextGen is a lengthy, phased process, and until we achieve our final goals, we are committed to working on remedies available to us, whether that entails further maintenance and repairs or replacement of a facility. Our multi-level approach to maintaining, improving, and replacing our aging facilities is designed to get us to NextGen without any compromise in safety and with maximum levels of efficiency. But, time is of the essence here, and we urge the Committee not to tie our hands with regard to facilities consolidation.

Mr. Chairman, this concludes our testimony. We thank you, Congressman Petri, and the Members of the Subcommittee once again for inviting us to testify today. We would happy to answer any questions the Subcommittee may have.

FAA's response to questions asked by Members during July 24 Hearing

1) How many controller complaints were filed over the last year? (Costello)

Between June 30, 2005-June 30, 2006 a total of 810 CA-1s were filed by FAA GS-2152 Air Traffic Controllers. Last year, June 30, 2006-June 30, 2007 a total of 1,209 CA-1s were filed by the same group. The number has increased by 49%.

2) Priority list of repairs? (Mica)

ATO-Terminal recently updated our list of repair work. The list was prioritized and all high priority issues are being addressed. Examples of the highest priority work include five mold remediation projects at Omaha, Orlando, Eugene, Wichita and Chicago Executive Airport. Other top priority items included forty-two roof repair projects and seventy-two HVAC repair projects. The remainder of the list is being worked off in priority order.

3) List of replacement facilities? (Mica)

Shown below are the ongoing or planned replacements

23 Sites currently in execution

Spokane, WA
 Huntsville, AL
 Conroe, TX
 North Bend, OR
 Joplin, MO
 Medford, OR
 Las Cruces, NM
 St. Petersburg, FL
 Oshkosh, WI
 Opa Locka, FL
 Dayton, OH
 West Palm Beach, FL
 Reno, NV
 Boise, ID
 Broomfield, CO
 Islip, NY
 Houston TRACON, TX
 Pensacola TRACON, FL
 Memphis, TN
 La Guardia, NY
 Wilkes-Barre/Scranton, PA
 Double Eagle, NM
 East St. Louis, IL

18 Sites are currently undergoing assessment and requirements development to determine the program baseline and program schedule

Las Vegas, NV
 Cleveland, OH
 Gulfport, MS
 Kona, HI
 Palm Springs, CA
 Kalamazoo, MI
 Traverse City, MI
 Columbia, SC
 Tulsa, OK
 Suffolk County, NY
 Missoula, MT
 Toledo, OH
 Oakland, CA
 Ft. Lauderdale Executive, FL
 Orlando TRACON, FL
 Champaign-Urbana, IL
 Baltimore, MD
 Abilene, TX

4) Provide a fuller explanation of the incident in NY? (Hall)

The FAA reviewed the events of April 25, 2007 and concluded the following:

At no time were first responders prohibited from entering the building.

The Operations Manager did not call the Fire Department because Technical Operations was ventilating the air and testing to ensure the air quality was within prescribed ranges.

After management determined that safety was not being compromised and reviewed the amount of traffic that evening – they made the correct decision to keep the TRACON open.

No controllers were forced to remain on position:

The Operation Manager did deny sick leave requests due to the immediate operational needs in the area; however all employees were relieved as soon as it was operationally safe to do so.

Employees were allowed to leave the operational quarters; however, they were not allowed to leave the building.

FAA Technical Operations group followed pre-existing maintenance procedures.

Interim measures for testing the engine generators have been put in place to reduce the potential

for a re-occurrence of this type of event. Additional engineering improvements to the engine's exhaust system as well as at the ventilation air intake ducts have been recommended and are presently under consideration.

Procedures are being developed that will be incorporated into the facility contingency plans to deal with testing, monitoring and handling of fumes and similar incidents. When completed, all employees will be briefed on the improved contingency plans.

5) How much are we spending on air traffic facilities in Iraq and Afghanistan? (Cohen)

The FAA does not own or operate air traffic facilities in either Iraq or Afghanistan. As a result, the FAA is not spending funds to operate or maintain air traffic facilities in Iraq and Afghanistan.

The FAA does, however, provide routine periodic flight inspections of navigational aids that are considered essential by the US military in Iraq, as well as navigational aids that are owned and operated by the US military in Afghanistan. The cost to provide these flight inspections in Iraq and Afghanistan is approximately \$1.8M per year.

6) What condition is the Memphis facility in? (Cohen)

Memphis ATCT/TRACON is currently scored with an FCI of 94.2%. Plans to replace the facility are already finalized and the start of construction is imminent. The new facility is expected to be completed in 2010. Service Center personnel confirmed, through the Air Traffic Manager at Memphis, that there are no outstanding issues concerning Indoor Air Quality problems around Zinc, Pesticides, or any other contaminants.

7) Comparison of costs of maintaining a facility vs. costs of consolidation? (Duncan)

The savings attributable to consolidation of a TRACON is projected to payback the cost of the consolidation investment within three to nine years based on current site specific analysis. Over the life cycle of the facility, the Return on Investment is projected to be more than 100% and the Net Present Value will almost always be positive. A single TRACON collocation can save millions of dollars in reduced maintenance cost over its lifecycle.

FAA AGING FACILITIES CONDITIONS (PASS TESTIMONY 7/24/2007)

| Location | Facility Type | PASS Reported Condition | FAA Remedial Action | Total Project Cost Estimate |
|----------------------------|---------------|--------------------------------|--|-----------------------------|
| Bartlesville, OK | LOC/GS/MM | Replace Shelters | Replace Shelters | \$150,000 |
| Tulsa, OK | LOC/GS/MM | Replace Shelters | Replace Shelters | \$150,000 |
| Allegheny Airport, PA | MALSR | Unstable Tower lights | Repair Unstable Light Towers | \$10,000 |
| Wilkes-Barre/Scranton, PA | MALSR | Unstable Tower lights | Repair Unstable Light Towers (Repairs Started) | \$470,000 |
| Rutland, VT | NDB | Asbestos Tiles / Mold | Replace Shelter | \$20,000 |
| Lakeland, FL | OM | No A/C | Install Air Conditioner | \$1,500 |
| Peachtree Dekalb, GA | OM (Platform) | Security | Repair Platform | \$2,500 |
| Wichita, KS | RTR | Rotting floor/locking door A/C | Repair Floor, Door, and A/C | \$7,500 |
| Rangely, CO | RCAG | Tower unstable | Repair foundation | \$5,000 |
| Kansas City, MO (Downtown) | RCL | Rodents | Pest Control | \$2,000 |
| Chicago, Midway | Radar Comm | Leaking Roof/General Repairs | Refurbish Facility | \$15,000 |
| Kansas City | TACAN | Leaking roof | Replace Roof | \$30,000 |

FAA AGING FACILITIES CONDITIONS (PASS TESTIMONY 7/24/2007)

| Location | Facility Type | PASS Reported Condition | FAA Remedial Action | Total Project Cost Estimate |
|---------------------|---------------|-------------------------|---|-----------------------------|
| Columbia, MO | VOR | Rodents | Pest Control | \$2,000 |
| Pt. Stockton, NM TX | VOR | Rodents | Pest Control | \$2,000 |
| Hallsville, MO | VOR | Roof | Replace Roof | \$30,000 |
| Houston, Hobby, TX | VOR | Mold | Mold Removal | \$10,000 |
| Litchfield, MI | VOR | General Disrepair | Refurbish Facility | \$41,500 |
| Pecos, TX | VOR | Rodents | Replace HVAC, Pest Control | \$12,000 |
| Putnam, CT. | VOR | Roof / Rodents | Roof Repairs and Pest Control | \$32,000 |
| Templeton, MA | VOR | Roof / Rodents | Roof Repairs and Pest Control | \$32,000 |
| Virginia Key, FL | VOR | Floor | Refurbish facility | \$100,000 |
| Mt. Humboldt, AZ | ARSR | Fence Security sensors | No Action Required (per Regional Security Office) | 0 |
| Garden City, KS | RCAG | Asbestos tiles | No Action (per asbestos survey 10/28/04) | 0 |
| Galveston, TX | VOR | Rotting Floor | No Action (Site visit 2/23/07 conflicts with stated conditions) | 0 |

FY2007 Ops Funded Sustain projects -- By Service Area/District

| District | CSA | ESA | WSA | Grand Total |
|-----------------|------------------------|------------------------|------------------------|------------------------|
| Chicago Tracon | \$ 186,500.00 | | | \$ 186,500.00 |
| GATEWAY | \$ 287,500.00 | | | \$ 287,500.00 |
| GULF | \$ 135,300.00 | | | \$ 135,300.00 |
| HEARTLAND | \$ 128,500.00 | | | \$ 128,500.00 |
| KANSAS CITY | \$ 296,144.00 | | | \$ 311,693.00 |
| LAKE | \$ 173,000.00 | | | \$ 173,000.00 |
| LONE STAR | \$ 38,600.00 | | | \$ 38,600.00 |
| MOTOWN | \$ 224,860.00 | | | \$ 224,860.00 |
| Northern Lights | \$ 110,500.00 | | | \$ 110,500.00 |
| ORCHARD | \$ 221,000.00 | | | \$ 221,000.00 |
| SAN JACINTO | \$ 86,750.00 | | | \$ 86,750.00 |
| TWO RIVERS | \$ 170,000.00 | | | \$ 170,000.00 |
| Carolina | | \$ 113,000.00 | | \$ 113,000.00 |
| Cincinnati | | \$ 25,589.00 | | \$ 25,589.00 |
| Georgia | | \$ 82,500.00 | | \$ 95,000.00 |
| Independence | | \$ 447,454.00 | | \$ 447,454.00 |
| Memphis | | \$ 73,879.00 | | \$ 73,879.00 |
| New England | | \$ 170,000.00 | | \$ 170,000.00 |
| New York | | \$ 306,400.00 | | \$ 306,400.00 |
| New York Tracon | | \$ 105,000.00 | | \$ 105,000.00 |
| North Florida | | \$ 418,131.00 | | \$ 418,131.00 |
| Pittsburgh | | \$ 154,900.00 | | \$ 154,900.00 |
| Potomac Tracon | | \$ 50,000.00 | | \$ 50,000.00 |
| South Florida | | \$ 144,990.00 | | \$ 149,990.00 |
| Washington | | \$ 151,647.00 | | \$ 163,647.00 |
| Anchorage | | | \$ 95,000.00 | \$ 95,000.00 |
| Denver | | | \$ 280,200.00 | \$ 280,200.00 |
| Hawaii- Pacific | | | \$ 163,062.00 | \$ 163,062.00 |
| John Wayne | | | \$ 23,800.00 | \$ 23,800.00 |
| Las Vegas | | | \$ 56,000.00 | \$ 56,000.00 |
| Los Angeles | | | \$ 117,380.00 | \$ 117,380.00 |
| Northern Cal | | | \$ 137,800.00 | \$ 137,800.00 |
| Phoenix | | | \$ 66,500.00 | \$ 66,500.00 |
| Portland | | | \$ 164,510.00 | \$ 164,510.00 |
| Salt Lake City | | | \$ 58,500.00 | \$ 58,500.00 |
| San Francisco | | | \$ 195,160.00 | \$ 195,160.00 |
| Santa Barbara | | | \$ 127,560.00 | \$ 127,560.00 |
| Seattle | | | \$ 236,250.00 | \$ 236,250.00 |
| Southern Ca | | | \$ 163,000.00 | \$ 163,000.00 |
| TOTALS | \$ 2,058,654.00 | \$ 2,243,490.00 | \$ 1,884,722.00 | \$ 6,186,866.00 |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|----------------|------|---------------|---|---------------|----------|
| 3 | | CSA | Chicago Tracon | C90- | TRACON | Repair sink hole in north parking lot. | \$ 175,000.00 | |
| 54 | | CSA | Chicago Tracon | C90 | TRACON | Paint for offices | \$ 2,000.00 | |
| 87 | | CSA | Chicago Tracon | C90 | TRACON | Carpeting for Ops floor tiles | \$ 1,500.00 | |
| 106 | | CSA | Chicago Tracon | C90 | TRACON | Roof Repairs | \$ 8,000.00 | |
| 4 | | CSA | GATEWAY | STL- | ATCT | STL ATCT Mold Remediation | \$ 45,000.00 | |
| 13 | 2005-6289 | CSA | GATEWAY | EVV | ATCT | Refurbishment to stop water leaks | \$ 69,000.00 | |
| 14 | 2007-2603 | CSA | GATEWAY | STL- | TOWB | Repair or replace Base Building roof. | \$ 115,000.00 | |
| 19 | 2007-5124 | CSA | GATEWAY | STL- | ATCT | Purchase 2nd compressor for HVAC system. | \$ 10,000.00 | |
| 24 | 2006-3105 | CSA | GATEWAY | STL- | TOWB | Upgrade HVAC control system interface at the STL ATCT. | \$ 37,000.00 | |
| 93 | | CSA | GATEWAY | LIT- | ATCT | Paint admin offices. | \$ 1,500.00 | |
| 99 | | CSA | GATEWAY | FSM- | ATCT | Paint/Labor (paint entire facility) | \$ 10,000.00 | |
| 18 | | CSA | GULF | LFT | ATCT | Replace engine generator. | \$ 30,000.00 | |
| 22 | | CSA | GULF | SHV | ATCT | Replace 708 Sq. Ft. of carpet in radar room & AF equipment room. | \$ 21,300.00 | |
| 32 | 2007-4982 | CSA | GULF | BAD- | TRACON | Replace carpet in ops & AF rooms and repair sound proof walls. | \$ 20,000.00 | |
| 57 | 2007-1991 | CSA | GULF | MLU- | ATCT | Install additional breaker box for tower cab to correct fire hazard | \$ 1,000.00 | |
| 81 | 2007-0822 | CSA | GULF | MSY- | ATCT | Replace tower shades | \$ 9,000.00 | |
| 102 | 2007-4985 | CSA | GULF | GGG- | ATCT | Repair wall for fire/life/safety hazard | \$ 500.00 | |
| 104 | 2005-5693 | CSA | GULF | HUM- | ATCT | Paint Exterior of ATCT | \$ 50,000.00 | |
| 120 | 2007-2278 | CSA | GULF | BAD- | RAPCO | Replace 2 doors in Rapcon on the West side. | \$ 3,500.00 | |
| 2 | 2007-4364 | CSA | HEARTLAND | HUF- | ATCT | Repair Liebert air conditioning unit | \$ 1,500.00 | |
| 9 | 2007-0192 | CSA | HEARTLAND | MFD- | TOWB | Remove and replace HVAC unit on tower cab | \$ 32,000.00 | |
| 16 | | CSA | HEARTLAND | MKE | ATCT | Upgrade tower cab HVAC system | \$ 25,000.00 | |
| 20 | 2007-4416 | CSA | HEARTLAND | MFD- | TOWB | Update elevator electro-mechanical controller with a microproces | \$ 45,000.00 | |
| 50 | 2007-3469 | CSA | HEARTLAND | OSU- | ATCT | Paint interior and exterior walls of OSU ATCT. | \$ 10,000.00 | |
| 62 | | CSA | HEARTLAND | CAK | ATCT | Replace administrative carpet. | \$ 15,000.00 | |
| 6 | 2007-3635 | CSA | KANSAS CITY | ICT- | ATCT | Mold remediation in the TGG Lab and TRACON | \$ 90,000.00 | |
| 42 | 2007-2043 | CSA | KANSAS CITY | SLN- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-------------|------|---------------|--|--------------|-------------------------|
| 44 | 2007-2039 | CSA | KANSAS CITY | MCI- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |
| 52 | 2006-3147 | CSA | KANSAS CITY | MKC- | ATCT | Provide a new light gun for the tower. | \$ 5,000.00 | |
| 53 | 2007-1979 | CSA | KANSAS CITY | ICT- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |
| 58 | 2005-0442 | CSA | KANSAS CITY | Q83- | ATCT | General repair of the Mobile-ATCT (Q83). | | |
| 63 | 2005-3368 | CSA | KANSAS CITY | MCI- | ATCT | Replace Carpet. | \$ 99,496.00 | |
| 65 | 2005-3369 | CSA | KANSAS CITY | MKC- | ATCT | Replace Carpet. | \$ 28,968.00 | |
| 79 | 2007-2041 | CSA | KANSAS CITY | MKC- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |
| 84 | 2006-3200 | CSA | KANSAS CITY | HUT- | ATCT | Replace cab shades. | \$ 9,680.00 | |
| 96 | | CSA | KANSAS CITY | OKC- | TOWB | Repair & seal Parking lot | \$ 20,000.00 | |
| 100 | | CSA | KANSAS CITY | MCI | ATCT | Paint Interior Walls | \$ 15,000.00 | |
| 111 | 2006-3166 | CSA | KANSAS CITY | OJC- | ATCT | Remove and replace all ACM mastic from areas identified in the A | \$ 3,000.00 | |
| 121 | 2005-3350 | CSA | KANSAS CITY | OJC- | ATCT | Replace Carpet. | \$ 5,000.00 | |
| 8 | 2005-3821 | CSA | LAKE | LAF- | ATCT | Replace the DC BUS at LAF ATCT. | \$ 70,000.00 | Excessive condensation. |
| 29 | | CSA | LAKE | RFD | ATCT | New shades for tower cab | \$ 10,000.00 | |
| 31 | 2005-0382 | CSA | LAKE | MKE- | ATCT | Repair road/parking areas. | \$ 70,000.00 | |
| 37 | | CSA | LAKE | LAF | ATCT | Carpeting for ATCT facility | \$ 5,000.00 | |
| 72 | | CSA | LAKE | RFD | ATCT | New counter, sink, and hardware for facility rest-room | \$ 3,000.00 | |
| 95 | | CSA | LAKE | IAH | ATCT | Replace carpet in base building | \$ 10,000.00 | |
| 119 | | CSA | LAKE | GRB | ATCT | Weatherproof and expand cable storage area on Garage Bldg | \$ 5,000.00 | |
| 40 | 2005-4145 | CSA | LONE STAR | AMA- | ATCT | CIPHER LOCK | \$ 2,500.00 | |
| 77 | 2007-4392 | CSA | LONE STAR | BRO- | TOWB | Replace cab shades | \$ 5,500.00 | |
| 78 | 2007-4390 | CSA | LONE STAR | HRL- | TOWB | Replace tower cab shades | \$ 5,500.00 | |
| 80 | | CSA | LONE STAR | ELP | ATCT | replace cab shades | \$ 5,000.00 | |
| 82 | 2007-4391 | CSA | LONE STAR | MFE- | TOWB | Replace cab shades | \$ 5,500.00 | |
| 124 | 2005-4144 | CSA | LONE STAR | AMA- | ATCT | REFURBISH RESTROOM | \$ 600.00 | |
| 125 | 2007-5224 | CSA | LONE STAR | AMA- | ATCT | Repair/replace chipped formica in tower cab console. | \$ 2,000.00 | |

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------------|------|---------------|--|--------------|--|
| 126 | 2007-5225 | CSA | LONE STAR | AMA- | ATCT | Replace carpet in base building offices and equipment room. | \$ 4,000.00 | |
| 127 | 2007-5226 | CSA | LONE STAR | AMA- | ATCT | Replace sinks and faucets in the bathrooms and kitchen. | \$ 2,400.00 | |
| 128 | 2007-5230 | CSA | LONE STAR | AMA- | ATCT | Remove and replace pocket door in staff office. | \$ 3,600.00 | |
| 129 | 2007-5237 | CSA | LONE STAR | AMA- | ATCT | Repair patio enclosure. | \$ 800.00 | |
| 130 | 2007-5244 | CSA | LONE STAR | AMA- | ATCT | Replace dishwasher and range/oven. | \$ 1,200.00 | |
| 21 | 2007-4095 | CSA | MOTOWN | MKG- | TOWB | Replace existing gate controller with chain driven controller. | \$ 5,300.00 | |
| 27 | | CSA | MOTOWN | MBS | ATCT | Repair and paint walls inside ATCT | \$ 10,500.00 | |
| 28 | 2005-6269 | CSA | MOTOWN | ARB- | ATCT | Waterproof, seal, paint & caulf tower exterior. | \$ 78,000.00 | |
| 33 | | CSA | MOTOWN | TVC | ATCT | Replace administrative Carpet | \$ 7,500.00 | |
| 36 | | CSA | MOTOWN | YIP | ATCT | Painting of Base Bulding | \$ 7,500.00 | |
| 41 | 2005-0457 | CSA | MOTOWN | MBS- | ATCT | Connect MBS ATCT to municipal water supply. | \$ 62,060.00 | |
| 51 | 2005-0458 | CSA | MOTOWN | MBS- | ATCT | Clean HVAC Ducts At MBS ATCT. | \$ 5,000.00 | |
| 59 | | CSA | MOTOWN | MBS | ATCT | Replace Carpet on 2nd Floor | \$ 3,500.00 | |
| 60 | | CSA | MOTOWN | LAN | ATCT | Carpet for Break room | \$ 3,000.00 | 01-22-2007: Best course of action - conduct study to determine b |
| 61 | | CSA | MOTOWN | D21 | TRACON | Carpet for Administrative Areas | \$ 28,000.00 | |
| 76 | | CSA | MOTOWN | YIP | ATCT | Replace administrative Carpet | \$ 7,500.00 | |
| 90 | | CSA | MOTOWN | MBS | ATCT | Refurbish Break room | \$ 2,000.00 | |
| 105 | | CSA | MOTOWN | MBS | ATCT | Paint Exterior of ATCT | \$ 2,500.00 | |
| 123 | | CSA | MOTOWN | D21 | TRACON | Painting of Staff Break Room | \$ 2,500.00 | |
| 11 | 2006-1293 | CSA | Northern Lights | GFK- | ATCT | Repaint Exterior of entire tower and base building | \$ 17,500.00 | |
| 25 | | CSA | Northern Lights | MAF- | ATCT | Replace tower AHU/CU #4 Condenser. | \$ 20,000.00 | |
| 103 | 2005-6299 | CSA | Northern Lights | BIS- | ATCT | ATCT REFURBISHMENT PROJECTS, INSTALL EXTERIOR INSULATION. | \$ 73,000.00 | |
| 1 | 2007-4207 | CSA | ORCHARD | ORD | ATCT | Rework MED LOC building ground to prevent flooding. | \$ 50,000.00 | |
| 7 | 2007-2998 | CSA | ORCHARD | PWK- | ATCT | Repair mold damage and water infiltration problem | \$ 45,000.00 | |
| 17 | 2007-4141 | CSA | ORCHARD | UGN- | ATBM | Replace complete HVAC system | \$ 15,000.00 | |
| 45 | 2007-3464 | CSA | ORCHARD | ORD- | ATCT | Recaulk cab roof w/ silicone-based caulk | \$ 25,000.00 | |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-------------|------|---------------|--|--------------|---|
| 47 | 2007-3096 | CSA | ORCHARD | PWK- | ATCT | Replace carpet and wallpaper in base building | \$ 15,000.00 | |
| 55 | 2007-3092 | CSA | ORCHARD | PWK- | ATCT | Repair, reseal and stripe parking lot. | \$ 50,000.00 | |
| 110 | 2007-3018 | CSA | ORCHARD | ORD- | ATCT | Insulate ceiling and panel area in ATCT cab | \$ 21,000.00 | |
| 23 | | CSA | SAN JACINTO | DWH | ATCT | Repair/replace roof | \$ 60,000 | |
| 38 | | CSA | SAN JACINTO | IAH | ATCT | Replace carpet tiles in twr cab | \$ 2,000.00 | |
| 68 | | CSA | SAN JACINTO | IAH | ATCT | Replace carpet in base building | \$ 10,000.00 | |
| 69 | 2007-2652 | CSA | SAN JACINTO | I90- | TRACON | Replace damaged windows. | \$ 1,000.00 | |
| 71 | 2007-2907 | CSA | SAN JACINTO | HOU- | ASDE | Repair equipment Poles | \$ 500.00 | |
| 83 | 2007-3742 | CSA | SAN JACINTO | BPT- | ATCT | Replace Tower Cab window shades | \$ 4,000.00 | |
| 91 | 2007-2917 | CSA | SAN JACINTO | HUB- | ATCT | Replace Carpet at ATCT Facility | \$ 5,000.00 | |
| 101 | | CSA | SAN JACINTO | IAH | ATCT | Replace kitchen cabinets | \$ 2,500.00 | |
| 108 | | CSA | SAN JACINTO | IAH | ATCT | Replace kitchen floor tiles | \$ 1,000.00 | |
| 118 | | CSA | SAN JACINTO | I90 | TRACON | Add door to office in air traffic modular building | \$ 750.00 | |
| 5 | | CSA | TWO RIVERS | R90 | TRACON | R90 TRACON Mold Remediation | \$ 90,000.00 | |
| 34 | | CSA | TWO RIVERS | DSM- | ATCT | Modernize Restrooms on 1,2,4,5 & 6 Floors | \$ 20,000.00 | |
| 39 | | CSA | TWO RIVERS | SUX- | ATCT | Relocate DBRITE from ceiling to console. | \$ 2,000.00 | |
| 43 | 2007-2038 | CSA | TWO RIVERS | OMA- | ATCT | Replace ATCT cab shades. | \$ 9,000.00 | |
| 75 | 2006-3159 | CSA | TWO RIVERS | DSM- | ATCT | Refurbish interior of tower, replace windows, etc. | \$ 35,000.00 | |
| 85 | 2007-2036 | CSA | TWO RIVERS | DBQ- | ATCT | Replace cab shades. | \$ 4,000.00 | |
| 113 | | CSA | TWO RIVERS | DSM- | ATCT | Partition office on 6th floor to create second office/storage room | \$ 4,000.00 | |
| 117 | 2007-2519 | CSA | TWO RIVERS | DSM- | ATCT | Replace tile in ATCT 3rd floor equipment room. | \$ 1,000.00 | |
| 122 | 2007-4227 | CSA | TWO RIVERS | MLI- | ATCT | Replace smoke room exhaust fan. | \$ 5,000.00 | |
| 9 | 2007-0878 | ESA | Carolina | GSO- | ATCT | Reconfigure ATCT | \$ 75,000.00 | Must be accomplished prior to new runway commissioning. |
| 49 | 2007-1898 | ESA | Carolina | CAE | ATCT | Repair leaky boiler pump and valve and flush and treat the system | \$ 8,000.00 | |
| 54 | 2007-1525 | ESA | Carolina | AVL | TOWB | Replace the HVAC units for the ARTS room at the Asheville, NC | \$ 5,000.00 | Units installed 1993. |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|--------------|------|---------------|---|---------------|---|
| 146 | 2007-4173 | ESA | Carolina | RDU- | ATCT | Replace the entrance security gate | \$ 25,000.00 | |
| 40 | 2007-4756 | ESA | Cincinnati | LEX | ATCT | CAB Shades | \$ 9,037.00 | Installed 1992 |
| 46 | 2007-4269 | ESA | Cincinnati | SDF | ATCT | CAB Shades | \$ 11,052.00 | Installed 1995 |
| 136 | 2007-4599 | ESA | Cincinnati | CHA | SSC | Repair or replace SSC roof | \$ 5,500.00 | |
| 1 | 2007-3829 | ESA | Georgia | ATL | ATCT | Improve Transfer Switch | | |
| 6 | 2007-4789 | ESA | Georgia | ATL | CHLR | Properly install strainers on chiller and boiler circuits | \$ 50,000.00 | |
| | 2007-4531 | ESA | Georgia | A80 | TVS | Enhance A80 ETG Lab RDVS | \$ 22,500.00 | |
| 135 | 2007-1903 | ESA | Georgia | AGS | ATCT | Repair exterior wall, AGS ATCT. | \$ 10,000.00 | |
| 13 | 2007-1901 | ESA | Independence | ITH- | TOWB | REPLACE CRACKED ATCT CAB GLASS PANEL | \$ 25,000.00 | 4 foot crack. |
| 23 | 2006-3064 | ESA | Independence | ABE- | TOWB | Repair Air Traffic Control Tower Roof Leak | \$ 65,000.00 | Many leaks. |
| 24 | 2006-3844 | ESA | Independence | ABE- | TOWB | Air Traffic Control Tower - Base Building Roof Leak | \$ 150,000.00 | Roof installed 1996. Not a candidate for replacement. |
| 44 | | ESA | Independence | PNE | ATCT | Replace tower cab shades | \$ 16,000.00 | |
| 47 | 2006-0175 | ESA | Independence | SYR- | BLDG | ATCT: Tower Shade Replacement | \$ 8,000.00 | Shades are 7 years old. |
| 60 | | ESA | Independence | PHL | ATCT | Resurface parking lot to eliminate huge puddles which ice over in winter and create safety hazard | \$ 23,000.00 | Safety issue. |
| 125 | 2005-0395 | ESA | Independence | RDG- | ATCT | ATCT: INTERIOR TOWER STAIRWELL PAINTING AND TREAD REPLACEMENT. | \$ 77,454.00 | |
| 132 | | ESA | Independence | PHL | ATCT | Remove old HVAC unit from roof and install new roof in resulting opening | \$ 28,000.00 | |
| 140 | 2007-1788 | ESA | Independence | SYR- | TOWB | Extend handrail from staircase to ceiling for climbing safety in | \$ 5,000.00 | |
| 145 | | ESA | Independence | SYR- | ATCT | FSRM: REPLACE SECURITY GATE | \$ 25,000.00 | Current gate is wooden. |
| 148 | 2007-2318 | ESA | Independence | SYR- | TOWB | Upgrade HVAC system in SYR ATCT/TOWB. | \$ 25,000.00 | |
| 16 | 2006-1282 | ESA | Memphis | HKS- | ATCT | Replace two tower cab window panes | \$ 45,000.00 | One pane is cracked, the other fogs. |
| 25 | 2007-2508 | ESA | Memphis | BFM- | ATCT | Repair Catwalk | \$ 18,000.00 | Structural issue |
| 30 | 2007-4809 | ESA | Memphis | BFM | ATCT | CAB Shades | \$ 7,879.00 | No age provided |
| 53 | 2007-0845 | ESA | Memphis | BHM- | ATCT | Reconfigure cab center console | \$ 3,000.00 | |
| 27 | 2007-0179 | ESA | New England | BOS- | ATCT | Replacement of ATCT window shades. | \$ 10,000.00 | Shades are 7 years old. |

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------------|------|---------------|--|---------------|---|
| 41 | 2006-3463 | ESA | New England | LWM- | ATCT | Replace Lawrence ATCT Tower Cab Shades | \$ 10,000.00 | |
| 142 | 2007-2610 | ESA | New England | FMH- | TRACON | Replace HVAC systems at Falmouth Tracon | \$ 150,000.00 | K90 |
| 8 | 2006-1598 | ESA | New York | EWB- | ATCT | ATCT: Place boilers on 3 branch circuits instead of 1. | \$ 40,000.00 | Single circuit has a history of tripping. |
| 28 | 2006-2827 | ESA | New York | LGA | ATCT | Replace Air Traffic Control Tower window shades | \$ 10,000.00 | |
| 29 | 2007-2334 | ESA | New York | BDL- | TOWB | Shade replacement BDL tower | \$ 10,000.00 | Shades are 8 years old. |
| 31 | 2006-1675 | ESA | New York | CDW- | ATCT | ATCT: CDW ATCT Replace and Repair 4 Tower Cab Windows | \$ 35,000.00 | 2 leak, 2 fog |
| 50 | 2006-1926 | ESA | New York | ISP- | ATCT | Remove carpet on knee walls. | \$ 10,000.00 | Fire hazard. |
| 51 | 2006-2655 | ESA | New York | JFK- | ATCT | Add JFK ATCT 15th floor NAV/COMM facilities to facility PCS | \$ 75,000.00 | |
| 63 | 2005-5756 | ESA | New York | ALB- | ATCT | ATCT: Console modification at the Flight Data/Clearance Delivery | \$ 116,400.00 | |
| 138 | 2007-0303 | ESA | New York | HFD- | NASEB | HFD NASEB Soffit/Facia Repair | \$ 10,000.00 | |
| 11 | 2005-1162 | ESA | New York Tracon | N90- | TRACON | ATCT: Replace Condenser and Chiller Pumps | \$ 20,000.00 | |
| 51 | 2006-1393 | ESA | New York Tracon | QHM- | BLDG | ATCT: Remove and replace all rooftop intake and exhaust ductwork | \$ 35,000.00 | N90 -- Causing leaks. |
| 131 | 2005-1196 | ESA | New York Tracon | N90- | TRACON | ATCT: Replace Admin Phone System | \$ 50,000.00 | |
| 18 | 2006-2776 | ESA | North Florida | MCO- | ATBM | Air Handler Unit #3 (Men's room) at MCO TRACON | \$ 85,000.00 | |
| 19 | 2006-2780 | ESA | North Florida | MCO- | ATBM | Replace Air Handler Unit 4 (AHU 4) | \$ 85,000.00 | Leaking, Mold. |
| 20 | 2006-2846 | ESA | North Florida | MCO- | ATBM | Clean, decontaminate, sanitize and disinfect the air duct system | \$ 37,000.00 | Should be done with all other MCO AC projects. |
| 21 | 2006-2848 | ESA | North Florida | MCO- | ATCT | Weatherproof fire alarm stations on 11th floor in MCO ATCT. | \$ 4,731.00 | Should be done with all other MCO AC projects. |
| 48 | 2006-2773 | ESA | North Florida | ORL- | ATCT | Get rid of Mold at ORL ATCT | \$ 15,000.00 | Requires replacement of dry wall. |
| 52 | 2006-2725 | ESA | North Florida | MCO- | TRACON | OSHA upgrades. Fall protection on loading dock, sidewalk from exit, battery isolation. | \$ 50,000.00 | |
| 56 | 2006-2724 | ESA | North Florida | ORL- | ATCT | ORL ATCT Local Control Equipment Relocation | \$ 30,000.00 | Operational error mitigation requires change in layout. |
| 57 | 2005-0498 | ESA | North Florida | VRB- | ATCT | Relocate VRB ATCT Flight Data/Clearance Delivery position and as | \$ 7,000.00 | |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|----------------|------|---------------|---|--------------|---------------------------------|
| 66 | 2006-2726 | ESA | North Florida | MCO- | ATCT | Replace elevator indicator panels that have failed | \$ 4,500.00 | |
| 121 | 2006-2930 | ESA | North Florida | DAB- | TOWB | DAB ATCT Tower cab air conditioners (2) Replacement. | \$ 40,000.00 | |
| 123 | 2005-2259 | ESA | North Florida | MCO- | ATCT | Extend MCO ATCT Clearance Delivery Console Writing area. | \$ 5,000.00 | |
| 137 | 2007-4545 | ESA | North Florida | DAB | TOWB | Admin building roof repair | \$ 1,500.00 | No leaking demonstrated |
| 152 | 2005-1695 | ESA | North Florida | JAX- | ATCT | Upgrade/replace Administrative Phone system | \$ 50,000.00 | |
| 155 | 2007-4560 | ESA | North Florida | DAB | ATCT | Refurbish Cab Window Washer System | \$ 3,400.00 | System leaking |
| 33 | | ESA | Pittsburgh | CKB | ATCT | Tower Shades | \$ 10,000.00 | |
| 34 | | ESA | Pittsburgh | CRW | ATCT | Replace Shades East and West | \$ 10,000.00 | |
| 35 | | ESA | Pittsburgh | ERI | ATCT | Tower Shades | \$ 10,000.00 | |
| 38 | | ESA | Pittsburgh | HTS | ATCT | Tower Shade - Double | \$ 10,000.00 | |
| 43 | 2007-2316 | ESA | Pittsburgh | MDT- | ATCT | Replace all window shades in the tower cab. | \$ 10,000.00 | |
| 118 | | ESA | Pittsburgh | PIT | ATCT | Heating in rear Stairwell | \$ 5,000.00 | |
| 134 | | ESA | Pittsburgh | BUF | ATCT | Seal Parking lot and paint lines | \$ 15,000.00 | |
| 144 | 2006-2699 | ESA | Pittsburgh | PKB- | ATCT | ATCT: Replace Roof A/C Unit | \$ 20,000.00 | |
| 154 | 2005-3562 | ESA | Pittsburgh | CRW- | ATCT | ATCT: Install Anti-Static Carpet with a ground grid for the tower | \$ 14,900.00 | |
| 157 | 2006-2686 | ESA | Pittsburgh | CKB | ATCT | ATCT: Repair/Replace security gate for entrance to ATCT. Expand parking area. | \$ 50,000.00 | |
| 62 | 2005-1532 | ESA | Potomac Tracon | PCT- | TRACON | ATCT: : Relocate ACD and Hand-off Positions | \$ 50,000.00 | |
| 7 | 2006-3127 | ESA | South Florida | MIA- | ATCT | Increase capacity of MIAMI ATCT Air Conditioning System | \$ 75,000.00 | |
| 14 | 2007-3028 | ESA | South Florida | SIG | TOWB | SIG ATCT Tower Cab Water Leak | \$ 8,500.00 | Leaking in cab. |
| 15 | 2006-3025 | ESA | South Florida | FLL | ATCT | Refurbish Base Building roof and upgrade Lightning bonding and grounding. | \$ 50,000.00 | Not part of modernize scope. |
| 128 | 2006-3453 | ESA | South Florida | SJU- | ATCT | Waterproofing the ceiling of the SJU ATCT | \$ 6,490.00 | Leaks in non-operational areas. |
| 129 | 2006-3059 | ESA | South Florida | SJU- | ATCT | SJU ATCT Ventilation Filter Frame Refurbishment | \$ 5,000.00 | |
| 147 | 2006-3060 | ESA | South Florida | SJU | ATCT | SJU ATCT Ventilation Filter Frame Refurbishment | | |
| 17 | 2007-2576 | ESA | Washington | LWB- | ATCT | EMERGENCY > \$ 5K Replace Glass at Lewisburg, WV (LWB) ATCT | \$ 12,000.00 | Two panes are fogging. |
| 26 | 2006-0843 | ESA | Washington | BWI- | ATCT | ATCT: Modification to Tower Cab Console | \$ 15,000.00 | Line of sight issues. |

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|------------|------|---------------|--|--------------|------------------------|
| 32 | 2006-0842 | ESA | Washington | CHO- | ATCT | ATCT: Replace Control Tower shades. | \$ 8,000.00 | Age of shades unknown. |
| 36 | 2006-3437 | ESA | Washington | HEF | ATCT | CAB Shades | \$ 12,000.00 | Installed 1991 |
| 37 | 2006-3437 | ESA | Washington | HEF- | ATCT | Replacement of Air-Traffic Control Tower shades. | | Shades installed 1991. |
| 42 | 2007-1165 | ESA | Washington | LYH- | ATCT | Replace Shades at Lynchburg, VA (LYH) ATCT | \$ 5,000.00 | |
| 45 | 2006-0867 | ESA | Washington | RIC- | ATCT | ATCT: Control Tower Shades. | \$ 7,500.00 | Age of shades unknown. |
| 133 | | ESA | Washington | ADW | ATCT | Refurbish Parking Lot | \$ 12,000.00 | |
| 149 | | ESA | Washington | ORF | ATCT | Repave Parking Lot | \$ 15,000.00 | |
| 156 | 2005-2235 | ESA | Washington | ORF- | ATCT | Install window washer in ATCT. | \$ 65,147.00 | |
| 1 | 2007-2001 | WSA | Anchorage | ADQ | ATCT | Repair leaking roof and damaged walls | \$ 25,000.00 | |
| 2 | 2006-3216 | WSA | Anchorage | ANC | ATCT | Locate and seal conduit leaks at the Ted Stevens Anchorage Inter | \$ 50,000.00 | |
| 25 | 2007-5029 | WSA | Anchorage | ENA | ATCT | Replace cab window shades | \$ 10,000.00 | |
| 42 | 2006-3237 | WSA | Anchorage | JNU | ATCT | Install carpet in the Juneau ATCT cab. | \$ 5,000.00 | |
| 54 | 2007-0052 | WSA | Anchorage | MRI | ATCT | Replace existing tower cab working surfaces | \$ 5,000.00 | |
| 4 | | WSA | Denver | ASE | ATCT | Resurface stair treads with rubber stair tread cap | \$ 8,500.00 | |
| 5 | | WSA | Denver | ASE | ATCT | Replace cab shades | \$ 10,000.00 | |
| 6 | | WSA | Denver | ASE | ATCT | Replace cab carpet | \$ 1,500.00 | |
| 7 | | WSA | Denver | ASE | ATCT | Resurface access ramp leading to main entrance of base building. | \$ 2,500.00 | |
| 8 | | WSA | Denver | ASE | ATCT | Repair cracks in curb and sidewalks around facility. | \$ 2,000.00 | |
| 18 | | WSA | Denver | COS | ATCT | Replace carpet in Ops room | \$ 10,000.00 | |
| 19 | | WSA | Denver | COS | ATCT | Replace tile and baseboards in the main hallway of the base building. Tile and baseboards are chipped, broken, and missing in several areas. | \$ 30,000.00 | |
| 20 | | WSA | Denver | COS | ATCT | Replace two failed windows in base building. | \$ 4,000.00 | |
| 21 | | WSA | Denver | COS | ATCT | New Window shades in cab | \$ 3,000.00 | |
| 22 | | WSA | Denver | COS | ATCT | Cab window replacement, burn sopts welding causing sagging | \$ 40,000.00 | |
| 23 | | WSA | Denver | DEN | ATCT | Installation of two new ASDE-3 displays to satisfy a RSA7 finding of 9/2006 to prevent additional future runway incursions of active aircraft at DIA | \$ 15,000.00 | |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------------|-----|---------------|--|--------------|----------|
| 99 | | WSA | Denver | ASE | ATCT | Replace acoustic ceiling tile as needed through-out facility | \$ 1,000.00 | |
| 102 | | WSA | Denver | DEN | ATCT | Replacement of carpet in the base building of the ATCT and terminal link | \$ 56,000.00 | |
| 103 | | WSA | Denver | DEN | ATCT | Replacement of the existing 125 gallon hot water heater in the base building with an 80 gallon electric hot water heater because of the safety concern due to the new flammable refrigerant in the new facility chiller plant. | \$ 10,000.00 | |
| 104 | | WSA | Denver | DEN | ATCT | Modify console in cab | \$ 50,000.00 | |
| 105 | | WSA | Denver | DEN | ATCT | Window indicators | \$ 20,000.00 | |
| 125 | | WSA | Denver | ASE | ATCT | Replace carpet and floor tile as needed through out facility | \$ 5,000.00 | |
| 126 | | WSA | Denver | ASE | ATCT | Seal and paint ATCT shaft siding | \$ 6,500.00 | |
| 127 | | WSA | Denver | ASE | ATCT | Repaint catwalk and above all exterior metal surfaces. | \$ 3,500.00 | |
| 128 | | WSA | Denver | ASE | ATCT | Paint (dark brown) window sill and mullions inside cab, including all other metal surfaces | \$ 1,200.00 | |
| 129 | | WSA | Denver | ASE | ATCT | Replace door lock and latch for cab door to catwalk. | \$ 250.00 | |
| 130 | | WSA | Denver | ASE | ATCT | Refinish all hardwood bullnose at cab consoles. | \$ 250.00 | |
| 35 | 2005-1857 | WSA | Hawaii- Pacific | GSN | ATCT | Replace tower CAB carpeting | \$ 6,480.00 | |
| 36 | 2005-1824 | WSA | Hawaii- Pacific | GUM | ATCT | Replace Tower CAB window seals | \$ 71,935.00 | |
| 40 | 2005-1943 | WSA | Hawaii- Pacific | HNL | ATCT | Provide corrosion protection to the antenna mounts on ATCT cab r | \$ 4,200.00 | |
| 41 | | WSA | Hawaii- Pacific | ITO | ATCT | Repair and restore ATCT multipoint grounding system. | \$ 4,700.00 | |
| 43 | | WSA | Hawaii- Pacific | KOA | ATCT | Replace Worn and Frayed ATCT Carpeting | \$ 9,600.00 | |
| 59 | 2007-0709 | WSA | Hawaii- Pacific | OGG | ATCT | Re-seal the tower cab roof. | \$ 25,000.00 | |
| 60 | 2007-0708 | WSA | Hawaii- Pacific | OGG | ATCT | Repair water leak near the catwalk door. | \$ 10,000.00 | |
| 108 | 2005-0815 | WSA | Hawaii- Pacific | HNL | ATCT | Honolulu Control Facility's Air Handler Units Refurbishment. | \$ 31,147.00 | |
| 63 | | WSA | John Wayne | ONT | ATCT | Training Room equipment. | \$ 5,000.00 | |
| 64 | | WSA | John Wayne | ONT | DDH | Trim six trees back | \$ 6,000.00 | |
| 92 | | WSA | John Wayne | SNA | ATCT | Upgrade SNA ATCT cab with ESD carpet | \$ 10,000.00 | |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|--------------|-----|---------------|--|--------------|----------|
| 101 | | WSA | John Wayne | CNO | ATCT | A minimum of 4 air conditioners (wall units) \$700 per unit | \$ 2,800.00 | |
| 34 | | WSA | Las Vegas | GCN | ATCT | Replace cab window shades | \$ 16,000.00 | |
| 44 | | WSA | Las Vegas | L30 | TRACON | Replace carpet | \$ 10,000.00 | |
| 45 | | WSA | Las Vegas | LAS | ATCT | Replace scratched cab shades | \$ 25,000.00 | |
| 95 | | WSA | Las Vegas | VGT | ATCT | Replace cab carpet | \$ 5,000.00 | |
| 46 | 2005-2636 | WSA | Los Angeles | LAX | ATCT | Replace stairway steps treads. | \$ 10,000.00 | |
| 47 | 2005-2635 | WSA | Los Angeles | LAX | ATCT | Replace carpet. | \$ 84,480.00 | |
| 48 | | WSA | Los Angeles | LAX | ATCT | Repair cab roof | \$ 15,000.00 | |
| 96 | | WSA | Los Angeles | VNY | ATCT | Carpet in the CAB (heavy staining and wear) | \$ 5,000.00 | |
| 97 | | WSA | Los Angeles | VNY | ATCT | Install parking lot light pole | \$ 900.00 | |
| 121 | | WSA | Los Angeles | VNY | ATCT | Replace bathroom fixtures and cabinets in all three bathrooms (more than 30 years old and VERY ratty looking) | \$ 2,000.00 | |
| 53 | | WSA | Northern Cal | MOD | ATCT | Replace stairwell lighting fixtures 5 floors. | \$ 1,400.00 | |
| 56 | | WSA | Northern Cal | NCT | TRACON | Repair Roof | \$ 76,000.00 | |
| 57 | | WSA | Northern Cal | NCT | TRACON | Carpet for operations wing. | \$ 51,000.00 | |
| 79 | | WSA | Northern Cal | SCK | ATCT | Replace ATCT/ADMIN carpet | \$ 4,000.00 | |
| 80 | | WSA | Northern Cal | SCK | ATCT | Repair damaged concrete at the front door entrance | \$ 1,500.00 | |
| 110 | | WSA | Northern Cal | MOD | ATCT | Replace non working security camera at the front door entrance | \$ 1,400.00 | |
| 115 | | WSA | Northern Cal | SCK | ATCT | Repair security gate | \$ 2,500.00 | |
| 31 | | WSA | Phoenix | FFZ | ATCT | Repair or replace three room air conditioning units in the base area. One is not functioning and two are barely functioning. | \$ 3,000.00 | |
| 32 | | WSA | Phoenix | FFZ | ATCT | Repair Tower Cab roof leaks. | \$ 5,000.00 | |
| 33 | | WSA | Phoenix | FFZ | ATCT | Repair tower cab ceiling lights over operating positions for night operations. Lights have fallen out of the holder and won't stay in holder and they are not usable for operations. | \$ 8,500.00 | |
| 37 | | WSA | Phoenix | GYR | ATCT | Replace safety railing around cab roof. | \$ 10,000.00 | |
| 82 | | WSA | Phoenix | SDL | ATCT | Base building roof and ATCT windows needs appropriate sealing applied to prevent water penetration. | \$ 20,000.00 | |

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First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|----------------|-----|---------------|--|--------------|----------|
| 83 | | WSA | Phoenix | SDL | ATCT | ATCT windows are leaking and are in need of re-sealing, crane required. | \$ 20,000.00 | |
| 26 | | WSA | Portland | EUG | ATCT | Repair cab shades | \$ 7,600.00 | |
| 27 | | WSA | Portland | EUG | ATCT | Repair damaged wall board, ceiling tiles & riser; and treat facility to prevent mold | \$ 5,000.00 | |
| 28 | | WSA | Portland | EUG | ATCT | Repair the security recording system and improve recording quality | \$ 2,400.00 | |
| 38 | | WSA | Portland | HIO | ATCT | Repair flooring in cab and small offices | \$ 6,000.00 | |
| 49 | | WSA | Portland | LMT | ATCT | Repair cab shades | \$ 7,700.00 | |
| 50 | | WSA | Portland | LMT | ATCT | Repair carpeting. Old carpet is unsafe. | \$ 7,500.00 | |
| 65 | | WSA | Portland | P80 | TRACON | Repair essential bus panels so they accept faster action breakers. Balance loads. | \$ 15,000.00 | |
| 66 | | WSA | Portland | P80 | TRACON | Repair HVAC and balance the load among the units | \$ 25,000.00 | |
| 71 | | WSA | Portland | PDT | ATCT | Repair flooring in cab and electronic equipment rooms, including ACM abatement | \$ 11,560.00 | |
| 72 | | WSA | Portland | PDX | ATCT | Repair cab shades | \$ 22,000.00 | |
| 73 | | WSA | Portland | PDX | ATCT | Repair broken lightning down conductor and ground to EES | \$ 2,000.00 | |
| 74 | | WSA | Portland | PSC | ATCT | Repair flooring, including abatement of ACM | \$ 4,000.00 | |
| 75 | | WSA | Portland | PSC | ATCT | replace window shades | \$ 8,000.00 | |
| 90 | | WSA | Portland | SLE | ATCT | Repair/refurbish ladder and protective cage to roof. | \$ 10,000.00 | |
| 91 | 2007-1331 | WSA | Portland | SLE | ATCT | Replace the window shades in the airport traffic control tower cab | \$ 10,000.00 | |
| 107 | | WSA | Portland | HIO | ATCT | New tower carpet | \$ 8,000.00 | |
| 112 | | WSA | Portland | PDX | ATCT | Repair emergency lighting | \$ 3,500.00 | |
| 120 | | WSA | Portland | TTD | ATCT | Repair/refurbish electrical lighting in Pof P structure. | \$ 8,500.00 | |
| 122 | | WSA | Portland | ALW | ATCT | Office chairs | \$ 750.00 | |
| 15 | | WSA | Salt Lake City | BOI | ATCT | Replace stained and worn out carpet in tower cab | \$ 3,500.00 | |
| 89 | | WSA | Salt Lake City | SLC | ATCT | Make the ATCT handicapped accessible by upgrading entrance doors (by produce will be adding astragals - coordinators are already required for the handicapped doors). Estimate cost \$20K. | \$ 20,000.00 | |

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First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|----------------|------|---------------|--|--------------|----------|
| 119 | | WSA | Salt Lake City | SLC | ATCT | Replace Carpet in TRACON - carpet is the original with heavy foot traffic. Government estimate in 2005 was \$35K | \$ 35,000.00 | |
| 3 | 2005-5903 | WSA | San Francisco | APC | ATCT | NAPA, CA (APC) - ATCT | \$ 40,800.00 | |
| 16 | | WSA | San Francisco | CCR | ATCT | Repair Stair Treads | \$ 15,000.00 | |
| 55 | 2005-5904 | WSA | San Francisco | MRY | ATCT | MONTEREY, CA (MRY) - ATCT | \$ 50,000.00 | |
| 58 | 2007-0347 | WSA | San Francisco | OAKA | ATCT | Oakland, CA (OAKA) North ATCT - Replace Carpet in Cab and Breakr | \$ 15,000.00 | |
| 93 | 2005-5824 | WSA | San Francisco | SQL | ATCT | SAN CARLOS, CA (SQL) - ATCT | \$ 9,360.00 | |
| 111 | | WSA | San Francisco | MRY | ATCT | Repair Existing A/C Units | \$ 50,000.00 | |
| 124 | | WSA | San Francisco | APC | ATCT | Rehabilitate Compound | \$ 15,000.00 | |
| 10 | | WSA | Santa Barbara | BFL | ATCT | Replace carpet ATCT/TRACON | \$ 15,000.00 | |
| 11 | | WSA | Santa Barbara | BFL | ATCT | Replace Tower Cab Shades. Current shades are old, torn, and aircraft can not be seen through them. | \$ 7,500.00 | |
| 12 | | WSA | Santa Barbara | BFL | ATCT | Battery Operated Light Gun | \$ 3,000.00 | |
| 17 | 2007-4162 | WSA | Santa Barbara | CMA | ATCT | Replace tower cab window shades. | \$ 10,000.00 | |
| 29 | | WSA | Santa Barbara | FAT | ATCT | Emergency lighting in restrooms and add auto flushers | \$ 5,000.00 | |
| 30 | | WSA | Santa Barbara | FAT | ATCT | Replace TRACON carpet. Carpet worn and coming up causing a trip hazard. | \$ 7,000.00 | |
| 78 | | WSA | Santa Barbara | SBA | ATCT | Upgrade Tower Sink Drain | \$ 1,200.00 | |
| 100 | | WSA | Santa Barbara | BFL | ATCT | Replace Old Air Conditioning Unit | \$ 25,000.00 | |
| 106 | 2005-1966 | WSA | Santa Barbara | FAT | ATCT | Replace carpeting for all administrative and operational spaces | \$ 21,360.00 | |
| 113 | 2005-4040 | WSA | Santa Barbara | SBA | ATCT | Provide interior paint and carpet for SBA Tower and TRACON. | \$ 30,000.00 | |
| 114 | | WSA | Santa Barbara | SBA | ATCT | Replace all bathroom fixtures which are corroded and/or worn out | \$ 2,500.00 | |
| 9 | 2005-2273 | WSA | Seattle | BFI | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 13 | | WSA | Seattle | BLI | ATCT | Replace carpeting | \$ 6,500.00 | |
| 14 | | WSA | Seattle | BLI | ATCT | Provide double shades for 3 windows due to extreme glare. | \$ 2,500.00 | |
| 51 | | WSA | Seattle | LWS | ATCT | Replace 3 cab windows | \$ 40,000.00 | |

FY07 EOY Ops Sustain Projects

First Tier Projects

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-------------|-----|---------------|---|---------------|----------|
| 52 | | WSA | Seattle | LWS | ATCT | Repair floor covering and grounding system in cab and equipment areas | \$ 7,000.00 | |
| 61 | | WSA | Seattle | OLM | ATCT | Repair flooring, including abatement of ACM | \$ 6,000.00 | |
| 62 | 2005-2263 | WSA | Seattle | OLM | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 67 | 2005-2262 | WSA | Seattle | PAE | ATCT | Replace ATCT window shades. | \$ 17,000.00 | |
| 68 | | WSA | Seattle | PAE | ATCT | Repair building leaks | \$ 25,000.00 | |
| 69 | | WSA | Seattle | PAE | ATCT | Repair carpet and baseboard water damage | \$ 10,000.00 | |
| 70 | | WSA | Seattle | PAE | ATCT | Trim trees that are obstructing tower visibility | \$ 250.00 | |
| 76 | 2007-5030 | WSA | Seattle | Q10 | MATCT | Repair radios and shelter for mobile ATCT | \$ 50,000.00 | |
| 77 | 2005-2265 | WSA | Seattle | RNT | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 84 | | WSA | Seattle | SEA | ATCT | Replace ATCT cab carpet | \$ 10,000.00 | |
| 87 | | WSA | Seattle | SFF | ATCT | Replace/sustain HVAC | \$ 9,500.00 | |
| 94 | 2005-2264 | WSA | Seattle | TIW | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 98 | | WSA | Seattle | YKM | ATCT | Repair flooring in cab and small offices, including abatement of ACM. | \$ 8,500.00 | |
| 81 | 2005-3012 | WSA | Southern Ca | SCT | TRACON | Repair the roof at SCT. | \$ 30,000.00 | |
| 85 | | WSA | Southern Ca | SEE | ATCT | tower cab shades | \$ 15,000.00 | |
| 86 | | WSA | Southern Ca | SEE | ATCT | tree removal | \$ 3,000.00 | |
| 116 | 2005-2746 | WSA | Southern Ca | SCT | TRACON | Replace carpeting in SCT's Administration wing on the first and | \$ 100,000.00 | |
| 117 | | WSA | Southern Ca | SEE | ATCT | elevator car rehab | \$ 10,000.00 | |
| 118 | | WSA | Southern Ca | SEE | ATCT | fence maintenance & repair | \$ 5,000.00 | |

| | | |
|--------------------------------------|------------------------|----------------------------|
| Total for First Tier Projects | \$ 6,186,866.00 | % of 1st Tier Total |
| CSA Sub-Total | \$ 2,058,654.00 | 33.3% |
| FSA Sub-Total | \$ 2,243,490.00 | 36.3% |
| WSA Sub-Total | \$ 1,884,722.00 | 30.5% |

Central Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|----------------|------|---------------|---|---------------|----------|
| 3 | | CSA | Chicago Tracon | C90- | TRACON | Repair sink hole in north parking lot. | \$ 175,000.00 | |
| 54 | | CSA | Chicago Tracon | C90 | TRACON | Paint for offices | \$ 2,000.00 | |
| 87 | | CSA | Chicago Tracon | C90 | TRACON | Carpeting for Ops floor tiles | \$ 1,500.00 | |
| 106 | | CSA | Chicago Tracon | C90 | TRACON | Roof Repairs | \$ 8,000.00 | |
| 4 | | CSA | GATEWAY | STL- | ATCT | STL ATCT Mold Remediation | \$ 45,000.00 | |
| 13 | 2005-6289 | CSA | GATEWAY | EVV | ATCT | Refurbishment to stop water leaks | \$ 69,000.00 | |
| 14 | 2007-2603 | CSA | GATEWAY | STL- | TOWB | Repair or replace Base Building roof. | \$ 115,000.00 | |
| 19 | 2007-5124 | CSA | GATEWAY | STL- | ATCT | Purchase 2nd compressor for HVAC system. | \$ 10,000.00 | |
| 24 | 2006-3105 | CSA | GATEWAY | STL- | TOWB | Upgrade HVAC control sytsem interface at the STL ATCT. | \$ 37,000.00 | |
| 93 | | CSA | GATEWAY | LIT- | ATCT | Paint admin offices. | \$ 1,500.00 | |
| 99 | | CSA | GATEWAY | FSM- | ATCT | Paint/Labor (paint entire facility) | \$ 10,000.00 | |
| 18 | | CSA | GULF | LFT | ATCT | Replace engine generator. | \$ 30,000.00 | |
| 22 | | CSA | GULF | SHV | ATCT | Replace 708 Sq. Ft. of carpet in radar room & AF equipment room. | \$ 21,300.00 | |
| 32 | 2007-4982 | CSA | GULF | BAD- | TRACON | Replace carpet in ops & AF rooms and repair sound proof walls. | \$ 20,000.00 | |
| 57 | 2007-1991 | CSA | GULF | MLU- | ATCT | Install additional breaker box for tower cab to correct fire hazard | \$ 1,000.00 | |
| 81 | 2007-0822 | CSA | GULF | MSY- | ATCT | Replace tower shades | \$ 9,000.00 | |
| 102 | 2007-4985 | CSA | GULF | GGG- | ATCT | Repair wall for fire/life/safety hazard | \$ 500.00 | |
| 104 | 2005-5693 | CSA | GULF | HUM- | ATCT | Paint Exterior of ATCT | \$ 50,000.00 | |
| 120 | 2007-2278 | CSA | GULF | BAD- | RAPCO | Replace 2 doors in Rapcon on the West side. | \$ 3,500.00 | |
| 2 | 2007-4364 | CSA | HEARTLAND | HUF- | ATCT | Repair Liebert air conditioning unit | \$ 1,500.00 | |
| 9 | 2007-0192 | CSA | HEARTLAND | MFD- | TOWB | Remove and replace HVAC unit on tower cab | \$ 32,000.00 | |
| 16 | | CSA | HEARTLAND | MKE | ATCT | Upgrade tower cab HVAC system | \$ 25,000.00 | |
| 20 | 2007-4416 | CSA | HEARTLAND | MFD- | TOWB | Update elevator electro-mechanical controller with a microproces | \$ 45,000.00 | |
| 50 | 2007-3469 | CSA | HEARTLAND | OSU- | ATCT | Paint interior and exterior walls of OSU ATCT. | \$ 10,000.00 | |

Central Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-------------|------|---------------|--|--------------|-------------------------|
| 62 | | CSA | HEARTLAND | CAK | ATCT | Replace administrative carpet. | \$ 15,000.00 | |
| 6 | 2007-3635 | CSA | KANSAS CITY | ICT- | ATCT | Mold remediation in the TGG Lab and TRACON | \$ 90,000.00 | |
| 42 | 2007-2043 | CSA | KANSAS CITY | SLN- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |
| 44 | 2007-2039 | CSA | KANSAS CITY | MCI- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |
| 52 | 2006-3147 | CSA | KANSAS CITY | MKC- | ATCT | Provide a new light gun for the tower. | \$ 5,000.00 | |
| 53 | 2007-1979 | CSA | KANSAS CITY | ICT- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |
| 58 | 2005-0442 | CSA | KANSAS CITY | Q83- | ATCT | General repair of the Mobile-ATCT (Q83). | | |
| 63 | 2005-3368 | CSA | KANSAS CITY | MCI- | ATCT | Replace Carpet. | \$ 99,496.00 | |
| 65 | 2005-3369 | CSA | KANSAS CITY | MKC- | ATCT | Replace Carpet. | \$ 28,968.00 | |
| 79 | 2007-2041 | CSA | KANSAS CITY | MKC- | ATCT | Replace ATCT cab shades. | \$ 5,000.00 | |
| 84 | 2006-3200 | CSA | KANSAS CITY | HUT- | ATCT | Replace cab shades. | \$ 9,680.00 | |
| 96 | | CSA | KANSAS CITY | OKC- | TOWB | Repair & seal Parking lot | \$ 20,000.00 | |
| 100 | | CSA | KANSAS CITY | MCI | ATCT | Paint Interior Walls | \$ 15,000.00 | |
| 111 | 2006-3166 | CSA | KANSAS CITY | OJC- | ATCT | Remove and replace all ACM mastic from areas identified in the A | \$ 3,000.00 | |
| 121 | 2005-3350 | CSA | KANSAS CITY | OJC- | ATCT | Replace Carpet. | \$ 5,000.00 | |
| 8 | 2005-3821 | CSA | LAKE | LAF- | ATCT | Replace the DC BUS at LAF ATCT. | \$ 70,000.00 | Excessive condensation. |
| 29 | | CSA | LAKE | RFD | ATCT | New shades for tower cab | \$ 10,000.00 | |
| 31 | 2005-0382 | CSA | LAKE | MKE- | ATCT | Repair road/parking areas. | \$ 70,000.00 | |
| 37 | | CSA | LAKE | LAF | ATCT | Carpeting for ATCT facility | \$ 5,000.00 | |
| 72 | | CSA | LAKE | RFD | ATCT | New counter, sink, and hardware for facility rest-room | \$ 3,000.00 | |
| 95 | | CSA | LAKE | IAH | ATCT | Replace carpet in base building | \$ 10,000.00 | |
| 119 | | CSA | LAKE | GRB | ATCT | Weatherproof and expand cable storage area on Garage Bldg | \$ 5,000.00 | |
| 40 | 2005-4145 | CSA | LONE STAR | AMA- | ATCT | CIPHER LOCK | \$ 2,500.00 | |
| 77 | 2007-4392 | CSA | LONE STAR | BRO- | TOWB | Replace cab shades | \$ 5,500.00 | |
| 78 | 2007-4390 | CSA | LONE STAR | HRL- | TOWB | Replace tower cab shades | \$ 5,500.00 | |
| 80 | | CSA | LONE STAR | ELP | ATCT | replace cab shades | \$ 5,000.00 | |

Central Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------------|------|---------------|---|--------------|--|
| 82 | 2007-4391 | CSA | LONE STAR | MFE- | TOWB | Replace cab shades | \$ 5,500.00 | |
| 124 | 2005-4144 | CSA | LONE STAR | AMA- | ATCT | REFURBISH RESTROOM | \$ 600.00 | |
| 125 | 2007-5224 | CSA | LONE STAR | AMA- | ATCT | Repair/replace chipped formica in tower cab console. | \$ 2,000.00 | |
| 126 | 2007-5225 | CSA | LONE STAR | AMA- | ATCT | Replace carpet in base building offices and equipment room. | \$ 4,000.00 | |
| 127 | 2007-5226 | CSA | LONE STAR | AMA- | ATCT | Replace sinks and faucets in the bathrooms and kitchen. | \$ 2,400.00 | |
| 128 | 2007-5230 | CSA | LONE STAR | AMA- | ATCT | Remove and replace pocket door in staff office. | \$ 3,600.00 | |
| 129 | 2007-5237 | CSA | LONE STAR | AMA- | ATCT | Repair patio enclosure. | \$ 800.00 | |
| 130 | 2007-5244 | CSA | LONE STAR | AMA- | ATCT | Replace dishwasher and range/oven. | \$ 1,200.00 | |
| 21 | 2007-4095 | CSA | MOTOWN | MKG- | TOWB | Replace existiing gate controller with chain driven controller. | \$ 5,300.00 | |
| 27 | | CSA | MOTOWN | MBS | ATCT | Repair and paint walls inside ATCT | \$ 10,500.00 | |
| 28 | 2005-6269 | CSA | MOTOWN | ARB- | ATCT | Waterproof, seal, paint & caulk tower exterior. | \$ 78,000.00 | |
| 33 | | CSA | MOTOWN | TVC | ATCT | Replace administrative Carpet | \$ 7,500.00 | |
| 36 | | CSA | MOTOWN | YIP | ATCT | Painting of Base Bulding | \$ 7,500.00 | |
| 41 | 2005-0457 | CSA | MOTOWN | MBS- | ATCT | Connect MBS ATCT to municipal water supply. | \$ 62,060.00 | |
| 51 | 2005-0458 | CSA | MOTOWN | MBS- | ATCT | Clean HVAC Ducts At MBS ATCT. | \$ 5,000.00 | |
| 59 | | CSA | MOTOWN | MBS | ATCT | Replace Carpet on 2nd Floor | \$ 3,500.00 | |
| 60 | | CSA | MOTOWN | LAN | ATCT | Carpet for Break room | \$ 3,000.00 | 01-22-2007: Best course of action - conduct study to determine b |
| 61 | | CSA | MOTOWN | D21 | TRACON | Carpet for Administrtive Areas | \$ 28,000.00 | |
| 76 | | CSA | MOTOWN | YIP | ATCT | Replace administrative Carpet | \$ 7,500.00 | |
| 90 | | CSA | MOTOWN | MBS | ATCT | Refurbish Break room | \$ 2,000.00 | |
| 105 | | CSA | MOTOWN | MBS | ATCT | Paint Exterior of ATCT | \$ 2,500.00 | |
| 123 | | CSA | MOTOWN | D21 | TRACON | Painting of Staff Break Room | \$ 2,500.00 | |
| 11 | 2006-1293 | CSA | Northern Lights | GFK- | ATCT | Repaint Exterior of entire tower and base building | \$ 17,500.00 | |
| 25 | | CSA | Northern Lights | MAF- | ATCT | Replace tower AHU/CU #4 Condenser. | \$ 20,000.00 | |

Central Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------------|------|---------------|---|--------------|----------|
| 103 | 2005-6299 | CSA | Northern Lights | BIS- | ATCT | ATCT REFURBISHMENT PROJECTS, INSTALL EXTERIOR INSULATION. | \$ 73,000.00 | |
| 1 | 2007-4207 | CSA | ORCHARD | ORD | ATCT | Rework MED LOC building ground to prevent flooding. | \$ 50,000.00 | |
| 7 | 2007-2998 | CSA | ORCHARD | PWK- | ATCT | Repair mold damage and water infiltration problem | \$ 45,000.00 | |
| 17 | 2007-4141 | CSA | ORCHARD | UGN- | ATBM | Replace complete HVAC system | \$ 15,000.00 | |
| 45 | 2007-3464 | CSA | ORCHARD | ORD- | ATCT | Recaulk cab roof w/ silicone-based caulk | \$ 25,000.00 | |
| 47 | 2007-3096 | CSA | ORCHARD | PWK- | ATCT | Replace carpet and wallpaper in base building | \$ 15,000.00 | |
| 55 | 2007-3092 | CSA | ORCHARD | PWK- | ATCT | Repair, reseal and stripe parking lot. | \$ 50,000.00 | |
| 110 | 2007-3018 | CSA | ORCHARD | ORD- | ATCT | Insulate ceiling and panel area in ATCT cab | \$ 21,000.00 | |
| 23 | | CSA | SAN JACINTO | DWH | ATCT | Repair/replace roof | \$ 60,000 | |
| 38 | | CSA | SAN JACINTO | IAH | ATCT | Replace carpet tiles in twr cab | \$ 2,000.00 | |
| 68 | | CSA | SAN JACINTO | IAH | ATCT | Replace carpet in base building | \$ 10,000.00 | |
| 69 | 2007-2652 | CSA | SAN JACINTO | I90- | TRACON | Replace damaged windows. | \$ 1,000.00 | |
| 71 | 2007-2907 | CSA | SAN JACINTO | HOU- | ASDE | Repair equipment Poles | \$ 500.00 | |
| 83 | 2007-3742 | CSA | SAN JACINTO | BPT- | ATCT | Replace Tower Cab window shades | \$ 4,000.00 | |
| 91 | 2007-2917 | CSA | SAN JACINTO | HUB- | ATCT | Replace Carpet at ATCT Facility | \$ 5,000.00 | |
| 101 | | CSA | SAN JACINTO | IAH | ATCT | Replace kitchen cabinets | \$ 2,500.00 | |
| 108 | | CSA | SAN JACINTO | IAH | ATCT | Replace kitchen floor tiles | \$ 1,000.00 | |
| 118 | | CSA | SAN JACINTO | I90 | TRACON | Add door to office in air traffic modular building | \$ 750.00 | |
| 5 | | CSA | TWO RIVERS | R90 | TRACON | R90 TRACON Mold Remediation | \$ 90,000.00 | |
| 34 | | CSA | TWO RIVERS | DSM- | ATCT | Modernize Restrooms on 1,2,4,5 & 6 Floors | \$ 20,000.00 | |
| 39 | | CSA | TWO RIVERS | SUX- | ATCT | Relocate DBRITE from ceiling to console. | \$ 2,000.00 | |
| 43 | 2007-2038 | CSA | TWO RIVERS | OMA- | ATCT | Replace ATCT cab shades. | \$ 9,000.00 | |
| 75 | 2006-3159 | CSA | TWO RIVERS | DSM- | ATCT | Refurbish interior of tower, replace windows, etc. | \$ 35,000.00 | |
| 85 | 2007-2036 | CSA | TWO RIVERS | DBQ- | ATCT | Replace cab shades. | \$ 4,000.00 | |

Central Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|---------------|-----|---------------|------|------------------|--|-------------|----------|
| 113 | | CSA | TWO RIVERS | DSM- | ATCT | Partition office on 6th floor to create second office/storage room | \$ 4,000.00 | |
| 117 | 2007- 2519 | CSA | TWO RIVERS | DSM- | ATCT | Replace tile in ATCT 3rd floor equipment room . | \$ 1,000.00 | |
| 122 | 2007- 4227 | CSA | TWO RIVERS | MLI- | ATCT | Replace smoke room exhaust fan. | \$ 5,000.00 | |

\$ 2,058,654.00

Eastern Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|--------------|------|---------------|---|---------------|---|
| 9 | 2007-0878 | ESA | Carolina | GSO- | ATCT | Reconfigure ATCT | \$ 75,000.00 | Must be accomplished prior to new runway commissioning. |
| 49 | 2007-1898 | ESA | Carolina | CAE | ATCT | Repair leaky boiler pump and valve and flush and treat the system | \$ 8,000.00 | |
| 54 | 2007-1525 | ESA | Carolina | AVL | TOWB | Replace the HVAC units for the ARTS room at the Asheville, NC | \$ 5,000.00 | Units installed 1993. |
| 146 | 2007-4173 | ESA | Carolina | RDU- | ATCT | Replace the entrance security gate | \$ 25,000.00 | |
| 40 | 2007-4756 | ESA | Cincinnati | LEX | ATCT | CAB Shades | \$ 9,037.00 | Installed 1992 |
| 46 | 2007-4269 | ESA | Cincinnati | SDF | ATCT | CAB Shades | \$ 11,052.00 | Installed 1995 |
| 136 | 2007-4599 | ESA | Cincinnati | CHA | SSC | Repair or replace SSC roof | \$ 5,500.00 | |
| 4 | 2007-3829 | ESA | Georgia | ATL | ATCT | Improve Transfer Switch | | |
| 6 | 2007-4789 | ESA | Georgia | ATL | CHLR | Properly install strainers on chiller and boiler circuits | \$ 50,000.00 | |
| | 2007-4531 | ESA | Georgia | A80 | TVS | Enhance A80 ETG Lab RDVS | \$ 22,500.00 | |
| 135 | 2007-1903 | ESA | Georgia | AGS | ATCT | Repair exterior wall, AGS ATCT. | \$ 10,000.00 | |
| 13 | 2007-1901 | ESA | Independence | ITH- | TOWB | REPLACE CRACKED ATCT CAB GLASS PANEL | \$ 25,000.00 | 4 foot crack. |
| 23 | 2006-3084 | ESA | Independence | ABE- | TOWB | Repair Air Traffic Control Tower Roof Leak | \$ 65,000.00 | Many leaks. |
| 24 | 2006-3844 | ESA | Independence | ABE- | TOWB | Air Traffic Control Tower - Base Building Roof Leak | \$ 150,000.00 | Roof installed 1996. Not a candidate for replacement. |
| 44 | | ESA | Independence | PNE | ATCT | Replace tower cab shades | \$ 16,000.00 | |
| 47 | 2006-0175 | ESA | Independence | SYR- | BLDG | ATCT: Tower Shade Replacement | \$ 8,000.00 | Shades are 7 years old. |
| 60 | | ESA | Independence | PHL | ATCT | Resurface parking lot to eliminate huge puddles which ice over in winter and create safety hazard | \$ 23,000.00 | Safety issue. |
| 125 | 2005-0385 | ESA | Independence | RDG- | ATCT | ATCT: INTERIOR TOWER STAIRWELL PAINTING AND TREAD REPLACEMENT. | \$ 77,454.00 | |
| 132 | | ESA | Independence | PHL | ATCT | Remove old HVAC unit from roof and install new roof in resulting opening | \$ 28,000.00 | |
| 140 | 2007-1788 | ESA | Independence | SYR- | TOWB | Extend handrail from staircase to ceiling for climbing safety in | \$ 5,000.00 | |

Eastern Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------------|------|---------------|--|---------------|---|
| 145 | | ESA | Independence | SYR- | ATCT | FSRM: REPLACE SECURITY GATE | \$ 25,000.00 | Current gate is wooden. |
| 148 | 2007-2318 | ESA | Independence | SYR- | TOWB | Upgrade HVAC system in SYR ATCT/TOWB. | \$ 25,000.00 | |
| 16 | 2006-1282 | ESA | Memphis | HKS- | ATCT | Replace two tower cab window panes | \$ 45,000.00 | One pane is cracked, the other fogs. |
| 25 | 2007-2508 | ESA | Memphis | BFM- | ATCT | Repair Catwalk | \$ 18,000.00 | Structural issue |
| 30 | 2007-4809 | ESA | Memphis | BFM | ATCT | CAB Shades | \$ 7,879.00 | No age provided |
| 53 | 2007-0845 | ESA | Memphis | BHM- | ATCT | Reconfigure cab center console | \$ 3,000.00 | |
| 27 | 2007-0179 | ESA | New England | BOS- | ATCT | Replacement of ATCT window shades. | \$ 10,000.00 | Shades are 7 years old. |
| 41 | 2006-3463 | ESA | New England | LWM- | ATCT | Replace Lawrence ATCT Tower Cab Shades | \$ 10,000.00 | |
| 142 | 2007-2610 | ESA | New England | FMH- | TRACON | Replace HVAC systems at Falmouth Tracon | \$ 150,000.00 | K90 |
| 8 | 2006-1598 | ESA | New York | EWR- | ATCT | ATCT: Place boilers on 3 branch circuits instead of 1. | \$ 40,000.00 | Single circuit has a history of tripping. |
| 28 | 2006-2827 | ESA | New York | LGA | ATCT | Replace Air Traffic Control Tower window shades | \$ 10,000.00 | |
| 29 | 2007-2334 | ESA | New York | BDL- | TOWB | Shade replacement BDL tower | \$ 10,000.00 | Shades are 8 years old. |
| 31 | 2006-1675 | ESA | New York | CDW- | ATCT | ATCT: CDW ATCT Replace and Repair 4 Tower Cab Windows | \$ 35,000.00 | 2 leak, 2 fog |
| 50 | 2006-1926 | ESA | New York | ISP- | ATCT | Remove carpet on knee walls. | \$ 10,000.00 | Fire hazard. |
| 61 | 2006-2655 | ESA | New York | JFK- | ATCT | Add JFK ATCT 15Th floor NAV/COMM facilities to facility PCS | \$ 75,000.00 | |
| 63 | 2005-5756 | ESA | New York | ALB- | ATCT | ATCT: Console modification at the Flight Data/Clearance Delivery | \$ 116,400.00 | |
| 138 | 2007-0303 | ESA | New York | HFD- | NASEB | HFD NASEB Soffit/Facia Repair | \$ 10,000.00 | |
| 11 | 2005-1162 | ESA | New York Tracon | N90- | TRACON | ATCT: Replace Condenser and Chiller Pumps | \$ 20,000.00 | |
| 51 | 2006-1393 | ESA | New York Tracon | QHM- | BLDG | ATCT: Remove and replace all rooftop intake and exhaust ductwork | \$ 35,000.00 | N90 -- Causing leaks. |
| 131 | 2005-1196 | ESA | New York Tracon | N90- | TRACON | ATCT: Replace Admin Phone System | \$ 50,000.00 | |
| 18 | 2006-2776 | ESA | North Florida | MCO- | ATBM | Air Handler Unit #3 (Men's room) at MCO TRACON | \$ 85,000.00 | |
| 19 | 2006-2780 | ESA | North Florida | MCO- | ATBM | Replace Air Handler Unit 4 (AHU 4) | \$ 85,000.00 | Leaking, Mold. |

Eastern Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|---------------|------|---------------|--|--------------|---|
| 20 | 2006-2846 | ESA | North Florida | MCO- | ATBM | Clean, decontaminate, sanitize and disinfect the air duct system | \$ 37,000.00 | Should be done with all other MCO AC projects. |
| 21 | 2006-2848 | ESA | North Florida | MCO- | ATCT | Weatherproof fire alarm stations on 11th floor in MCO ATCT. | \$ 4,731.00 | Should be done with all other MCO AC projects. |
| 48 | 2006-2773 | ESA | North Florida | ORL- | ATCT | Get rid of Mold at ORL ATCT | \$ 15,000.00 | Requires replacement of dry wall. |
| 52 | 2006-2725 | ESA | North Florida | MCO- | TRACON | OSHA upgrades. Fall protection on loading dock, sidewalk from exit, battery isolation. | \$ 50,000.00 | |
| 56 | 2006-2724 | ESA | North Florida | ORL- | ATCT | ORL ATCT Local Control Equipment Relocation | \$ 30,000.00 | Operational error mitigation requires change in layout. |
| 57 | 2005-0498 | ESA | North Florida | VRB- | ATCT | Relocate VRB ATCT Flight Data/Clearance Delivery position and as | \$ 7,000.00 | |
| 66 | 2006-2726 | ESA | North Florida | MCO- | ATCT | Replace elevator indicator panels that have failed | \$ 4,500.00 | |
| 121 | 2006-2930 | ESA | North Florida | DAB- | TOWB | DAB ATCT Tower cab air conditioners (2) Replacement. | \$ 40,000.00 | |
| 123 | 2005-2259 | ESA | North Florida | MCO- | ATCT | Extend MCO ATCT Clearance Delivery Console Writing area. | \$ 5,000.00 | |
| 137 | 2007-4545 | ESA | North Florida | DAB | TOWB | Admin buiding roof repair | \$ 1,500.00 | No leaking demonstrated |
| 152 | 2005-1695 | ESA | North Florida | JAX- | ATCT | Upgrade/replace Administrative Phone system | \$ 50,000.00 | |
| 155 | 2007-4560 | ESA | North Florida | DAB | ATCT | Refurbish Cab Window Washer System | \$ 3,400.00 | System leaking |
| 33 | | ESA | Pittsburgh | CKB | ATCT | Tower Shades | \$ 10,000.00 | |
| 34 | | ESA | Pittsburgh | CRW | ATCT | Replace Shades East and West | \$ 10,000.00 | |
| 35 | | ESA | Pittsburgh | ERI | ATCT | Tower Shades | \$ 10,000.00 | |
| 38 | | ESA | Pittsburgh | HTS | ATCT | Tower Shade - Double | \$ 10,000.00 | |
| 43 | 2007-2316 | ESA | Pittsburgh | MDT- | ATCT | Replace all window shades in the tower cab. | \$ 10,000.00 | |
| 118 | | ESA | Pittsburgh | PIT | ATCT | Heating in rear Stairwell | \$ 5,000.00 | |
| 134 | | ESA | Pittsburgh | BUF | ATCT | Seal Parking lot and paint lines | \$ 15,000.00 | |
| 144 | 2006-2699 | ESA | Pittsburgh | PKB- | ATCT | ATCT: Replace Roof A/C Unit | \$ 20,000.00 | |
| 154 | 2005-3562 | ESA | Pittsburgh | CRW- | ATCT | ATCT: Install Anti-Static Carpet with a groud grid for the tower | \$ 14,900.00 | |
| 157 | 2006-2686 | ESA | Pittsburgh | CKB | ATCT | ATCT: Repair/Replace security gate for entrance to ATCT. Expand parking area. | \$ 50,000.00 | |

Eastern Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|----------------|------|---------------|---|--------------|---------------------------------|
| 62 | 2005-1532 | ESA | Potomac Tracon | PCT- | TRACON | ATCT: : Relocate ACD and Hand-off Positions | \$ 50,000.00 | |
| 7 | 2006-3127 | ESA | South Florida | MIA- | ATCT | Increase capacity of MIAMI ATCT Air Conditioning System | \$ 75,000.00 | |
| 14 | 2007-3028 | ESA | South Florida | SIG | TOWB | SIG ATCT Tower Cab Water Leak | \$ 8,500.00 | Leaking in cab. |
| 15 | 2006-3025 | ESA | South Florida | FLL | ATCT | Refurbish Base Building roof and upgrade Lightning bonding and grounding. | \$ 50,000.00 | Not part of modernize scope. |
| 128 | 2006-3453 | ESA | South Florida | SJU- | ATCT | Waterproofing the ceiling of the SJU ATCT | \$ 6,490.00 | Leaks in non-operational areas. |
| 129 | 2006-3059 | ESA | South Florida | SJU- | ATCT | SJU ATCT Ventilation Filter Frame Refurbishment | \$ 5,000.00 | |
| 147 | 2006-3059 | ESA | South Florida | SJU- | ATCT | SJU ATCT Ventilation Filter Frame Refurbishment | | |
| 17 | 2007-2576 | ESA | Washington | LWB- | ATCT | EMERGENCY > \$ 5K Replace Glass at Lewisburg, WV (LWB) ATCT | \$ 12,000.00 | Two panes are fogging. |
| 26 | 2006-0843 | ESA | Washington | BWI- | ATCT | ATCT: Modification to Tower Cab Console | \$ 15,000.00 | Line of sight issues. |
| 32 | 2006-0842 | ESA | Washington | CHO- | ATCT | ATCT: Replace Control Tower shades. | \$ 8,000.00 | Age of shades unknown. |
| 36 | 2006-3437 | ESA | Washington | HEF | ATCT | CAB Shades | \$ 12,000.00 | Installed 1991 |
| 37 | 2006-3437 | ESA | Washington | HEF- | ATCT | Replacement of Air Traffic Control Tower shades. | | Shades installed 1991. |
| 42 | 2007-1165 | ESA | Washington | LYH- | ATCT | Replace Shades at Lynchburg, VA (LYH) ATCT | \$ 5,000.00 | |
| 45 | 2006-0867 | ESA | Washington | RIC- | ATCT | ATCT: Control Tower Shades. | \$ 7,500.00 | Age of shades unknown. |
| 133 | | ESA | Washington | ADW | ATCT | Refurbish Parking Lot | \$ 12,000.00 | |
| 149 | | ESA | Washington | ORF | ATCT | Repave Parking Lot | \$ 15,000.00 | |
| 156 | 2005-2235 | ESA | Washington | ORF- | ATCT | Install window washer in ATCT. | \$ 65,147.00 | |

\$ 2,243,490.00

Western Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------|-----|---------------|--|--------------|----------|
| 1 | 2007-2001 | WSA | Anchorage | ADQ | ATCT | Repair leaking roof and damaged walls | \$ 25,000.00 | |
| 2 | 2006-3216 | WSA | Anchorage | ANC | ATCT | Locate and seal conduit leaks at the Ted Stevens Anchorage Inter | \$ 50,000.00 | |
| 25 | 2007-5029 | WSA | Anchorage | ENA | ATCT | Replace cab window shades | \$ 10,000.00 | |
| 42 | 2006-3237 | WSA | Anchorage | JNU | ATCT | Install carpet in the Juneau ATCT cab. | \$ 5,000.00 | |
| 54 | 2007-0052 | WSA | Anchorage | MRI | ATCT | Replace existing tower cab working surfaces | \$ 5,000.00 | |
| 4 | | WSA | Denver | ASE | ATCT | Resurface stair treads with rubber stair tread cap | \$ 8,500.00 | |
| 5 | | WSA | Denver | ASE | ATCT | Replace cab shades | \$ 10,000.00 | |
| 6 | | WSA | Denver | ASE | ATCT | Replace cab carpet | \$ 1,500.00 | |
| 7 | | WSA | Denver | ASE | ATCT | Resurface access ramp leading to main entrance of base building. | \$ 2,500.00 | |
| 8 | | WSA | Denver | ASE | ATCT | Repair cracks in curb and sidewalks around facility. | \$ 2,000.00 | |
| 18 | | WSA | Denver | COS | ATCT | Replace carpet in Ops room | \$ 10,000.00 | |
| 19 | | WSA | Denver | COS | ATCT | Replace tile and baseboards in the main hallway of the base building. Tile and baseboards are chipped, broken, and missing in several areas. | \$ 30,000.00 | |
| 20 | | WSA | Denver | COS | ATCT | Replace two failed windows in base building. | \$ 4,000.00 | |
| 21 | | WSA | Denver | COS | ATCT | New Window shades in cab | \$ 3,000.00 | |
| 22 | | WSA | Denver | COS | ATCT | Cab window replacement, burn sopts welding causing sagging | \$ 40,000.00 | |
| 23 | | WSA | Denver | DEN | ATCT | Installation of two new ASDE-3 displays to satisfy a RSAT finding of 9/2006 to prevent additional future runway incursions of active aircraft at DIA | \$ 15,000.00 | |
| 99 | | WSA | Denver | ASE | ATCT | Replace acoustic ceiling tile as needed through-out facility | \$ 1,000.00 | |
| 102 | | WSA | Denver | DEN | ATCT | Replacement of carpet in the base building of the ATCT and terminal link | \$ 56,000.00 | |
| 103 | | WSA | Denver | DEN | ATCT | Replacement of the existing 125 gallon hot water heater in the base building with an 80 gallon electric hot water heater because of the safety concern due to the new flammable refrigerant in the new facility chiller plant. | \$ 10,000.00 | |
| 104 | | WSA | Denver | DEN | ATCT | Modify console in cab | \$ 50,000.00 | |
| 105 | | WSA | Denver | DEN | ATCT | Window Indicators | \$ 20,000.00 | |
| 125 | | WSA | Denver | ASE | ATCT | Replace carpet and floor tile as needed through out facility | \$ 5,000.00 | |
| 126 | | WSA | Denver | ASE | ATCT | Seal and paint ATCT shaft siding | \$ 6,500.00 | |
| 127 | | WSA | Denver | ASE | ATCT | Repaint catwalk and above all exterior metal surfaces. | \$ 3,500.00 | |

Western Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-----------------|-----|---------------|---|--------------|----------|
| 128 | | WSA | Denver | ASE | ATCT | Paint (dark brown) window sill and mullions inside cab, including all other metal surfaces | \$ 1,200.00 | |
| 129 | | WSA | Denver | ASE | ATCT | Replace door lock and latch for cab door to catwalk. | \$ 250.00 | |
| 130 | | WSA | Denver | ASE | ATCT | Refinish all hardwood bullnose at cab consoles. | \$ 250.00 | |
| 35 | 2005-1857 | WSA | Hawaii- Pacific | GSN | ATCT | Replace tower CAB carpeting | \$ 6,480.00 | |
| 36 | 2005-1824 | WSA | Hawaii- Pacific | GUM | ATCT | Replace Tower CAB window seals | \$ 71,935.00 | |
| 40 | 2005-1943 | WSA | Hawaii- Pacific | HNL | ATCT | Provide corrosion protection to the antenna mounts on ATCT cab r | \$ 4,200.00 | |
| 41 | | WSA | Hawaii- Pacific | ITO | ATCT | Repair and restore ATCT multipoint grounding system. | \$ 4,700.00 | |
| 43 | | WSA | Hawaii- Pacific | KOA | ATCT | Replace Worn and Frayed ATCT Carpeting | \$ 9,600.00 | |
| 59 | 2007-0709 | WSA | Hawaii- Pacific | OGG | ATCT | Re-seal the tower cab roof. | \$ 25,000.00 | |
| 60 | 2007-0708 | WSA | Hawaii- Pacific | OGG | ATCT | Repair water leak near the catwalk door. | \$ 10,000.00 | |
| 108 | 2005-0815 | WSA | Hawaii- Pacific | HNL | ATCT | Honolulu Control Facility's Air Handler Units Refurbishment. | \$ 31,147.00 | |
| 63 | | WSA | John Wayne | ONT | ATCT | Training Room equipment. | \$ 5,000.00 | |
| 64 | | WSA | John Wayne | ONT | DDH | Trim six trees back | \$ 6,000.00 | |
| 92 | | WSA | John Wayne | SNA | ATCT | Upgrade SNA ATCT cab with ESD carpet | \$ 10,000.00 | |
| 101 | | WSA | John Wayne | CNO | ATCT | A minimum of 4 air conditioners (wall units) \$700 per unit | \$ 2,800.00 | |
| 34 | | WSA | Las Vegas | GCN | ATCT | Replace cab window shades | \$ 16,000.00 | |
| 44 | | WSA | Las Vegas | L30 | TRACON | Replace carpet | \$ 10,000.00 | |
| 45 | | WSA | Las Vegas | LAS | ATCT | Replace scratched cab shades | \$ 25,000.00 | |
| 95 | | WSA | Las Vegas | VGJ | ATCT | Replace cab carpet | \$ 5,000.00 | |
| 46 | 2005-2636 | WSA | Los Angeles | LAX | ATCT | Replace stairway steps treads. | \$ 10,000.00 | |
| 47 | 2005-2635 | WSA | Los Angeles | LAX | ATCT | Replace carpet. | \$ 84,480.00 | |
| 48 | | WSA | Los Angeles | LAX | ATCT | Repair cab roof | \$ 15,000.00 | |
| 96 | | WSA | Los Angeles | VNY | ATCT | Carpet in the CAB (heavy staining and wear) | \$ 5,000.00 | |
| 97 | | WSA | Los Angeles | VNY | ATCT | Install parking lot light pole | \$ 900.00 | |
| 121 | | WSA | Los Angeles | VNY | ATCT | Replace bathroom fixtures and cabinets in all three bathrooms (more than 30 years old and VERY ratty looking) | \$ 2,000.00 | |
| 53 | | WSA | Northern Cal | MOD | ATCT | Replace stairwell lighting fixtures 5 floors. | \$ 1,400.00 | |
| 56 | | WSA | Northern Cal | NCT | TRACON | Repair Roof | \$ 76,000.00 | |
| 57 | | WSA | Northern Cal | NCT | TRACON | Carpet for operations wing. | \$ 51,000.00 | |
| 79 | | WSA | Northern Cal | SCK | ATCT | Replace ATCT/ADMIN carpet | \$ 4,000.00 | |
| 80 | | WSA | Northern Cal | SCK | ATCT | Repair damaged concrete at the front door entrance | \$ 1,500.00 | |
| 110 | | WSA | Northern Cal | MOD | ATCT | Replace non working security camera at the front door entrance | \$ 1,400.00 | |

Western Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|--------------|-----|---------------|--|--------------|----------|
| 115 | | WSA | Northern Cal | SCK | ATCT | Repair security gate | \$ 2,500.00 | |
| 31 | | WSA | Phoenix | FFZ | ATCT | Repair or replace three room air conditioning units in the base area. One is not functioning and two are barely functioning. | \$ 3,000.00 | |
| 32 | | WSA | Phoenix | FFZ | ATCT | Repair Tower Cab roof leaks. | \$ 5,000.00 | |
| 33 | | WSA | Phoenix | FFZ | ATCT | Repair tower cab ceiling lights over operating positions for night operations. Lights have fallen out of the holder and won't stay in holder and they are not usable for operations. | \$ 8,500.00 | |
| 37 | | WSA | Phoenix | GYR | ATCT | Replace safety railing around cab roof. | \$ 10,000.00 | |
| 82 | | WSA | Phoenix | SDL | ATCT | Base building roof and ATCT windows needs appropriate sealing applied to prevent water penetration. | \$ 20,000.00 | |
| 83 | | WSA | Phoenix | SDL | ATCT | ATCT windows are leaking and are in need of re-sealing, crane required. | \$ 20,000.00 | |
| 26 | | WSA | Portland | EUG | ATCT | Repair cab shades | \$ 7,600.00 | |
| 27 | | WSA | Portland | EUG | ATCT | Repair damaged wall board, ceiling tiles & riser, and treat facility to prevent mold | \$ 5,000.00 | |
| 28 | | WSA | Portland | EUG | ATCT | Repair the security recording system and improve recording quality | \$ 2,400.00 | |
| 38 | | WSA | Portland | HIO | ATCT | Repair flooring in cab and small offices | \$ 6,000.00 | |
| 49 | | WSA | Portland | LMT | ATCT | Repair cab shades | \$ 7,700.00 | |
| 50 | | WSA | Portland | LMT | ATCT | Repair carpeting. Old carpet is unsafe. | \$ 7,500.00 | |
| 65 | | WSA | Portland | P80 | TRACON | Repair essential bus panels so they accept faster action breakers. Balance loads. | \$ 15,000.00 | |
| 66 | | WSA | Portland | P80 | TRACON | Repair HVAC and balance the load among the units | \$ 25,000.00 | |
| 71 | | WSA | Portland | PDT | ATCT | Repair flooring in cab and electronic equipment rooms, including ACM abatement | \$ 11,560.00 | |
| 72 | | WSA | Portland | PDX | ATCT | Repair cab shades | \$ 22,000.00 | |
| 73 | | WSA | Portland | PDX | ATCT | Repair broken lightning down conductor and ground to EES | \$ 2,000.00 | |
| 74 | | WSA | Portland | PSC | ATCT | Repair flooring, including abatement of ACM | \$ 4,000.00 | |
| 75 | | WSA | Portland | PSC | ATCT | replace window shades | \$ 8,000.00 | |
| 90 | | WSA | Portland | SLE | ATCT | Repair/refurbish ladder and protective cage to roof. | \$ 10,000.00 | |
| 91 | 2007-1331 | WSA | Portland | SLE | ATCT | Replace the window shades in the airport traffic control tower cab | \$ 10,000.00 | |
| 107 | | WSA | Portland | HIO | ATCT | New tower carpet | \$ 8,000.00 | |
| 112 | | WSA | Portland | PDX | ATCT | Repair emergency lighting | \$ 3,500.00 | |
| 120 | | WSA | Portland | TTD | ATCT | Repair/refurbish electrical lighting in Pof P structure. | \$ 8,500.00 | |

Western Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|----------------|------|---------------|--|--------------|----------|
| 122 | | WSA | Portland | ALW | ATCT | Office chairs | \$ 750.00 | |
| 15 | | WSA | Salt Lake City | BOI | ATCT | Replace stained and worn out carpet in tower cab | \$ 3,500.00 | |
| 89 | | WSA | Salt Lake City | SLC | ATCT | Make the ATCT handicapped accessible by upgrading entrance doors (by produce will be adding astragals - coordinators are already required for the handicapped doors). Estimate cost \$20K. | \$ 20,000.00 | |
| 119 | | WSA | Salt Lake City | SLC | ATCT | Replace Carpet in TRACON - carpet is the original with heavy foot traffic. Government estimate in 2005 was \$35K | \$ 35,000.00 | |
| 3 | 2005-5903 | WSA | San Francisco | APC | ATCT | NAPA, CA (APC) - ATCT | \$ 40,800.00 | |
| 16 | | WSA | San Francisco | CCR | ATCT | Repair Stair Treads | \$ 15,000.00 | |
| 55 | 2005-5904 | WSA | San Francisco | MRY | ATCT | MONTEREY, CA (MRY) - ATCT | \$ 50,000.00 | |
| 58 | 2007-0347 | WSA | San Francisco | OAKA | ATCT | Oakland, CA (OAKA) North ATCT - Replace Carpet in Cab and Breakr | \$ 15,000.00 | |
| 93 | 2005-5824 | WSA | San Francisco | SQL | ATCT | SAN CARLOS, CA (SQL) - ATCT | \$ 9,360.00 | |
| 111 | | WSA | San Francisco | MRY | ATCT | Repair Existing A/C Units | \$ 50,000.00 | |
| 124 | | WSA | San Francisco | APC | ATCT | Rehabilitate Compound | \$ 15,000.00 | |
| 10 | | WSA | Santa Barbara | BFL | ATCT | Replace carpet ATCT/TRACON | \$ 15,000.00 | |
| 11 | | WSA | Santa Barbara | BFL | ATCT | Replace Tower Cab Shades. Current shades are old, torn, and aircraft can not be seen through them. | \$ 7,500.00 | |
| 12 | | WSA | Santa Barbara | BFL | ATCT | Battery Operated Light Gun | \$ 3,000.00 | |
| 17 | 2007-4162 | WSA | Santa Barbara | CMA | ATCT | Replace tower cab window shades. | \$ 10,000.00 | |
| 29 | | WSA | Santa Barbara | FAT | ATCT | Emergency lighting in restrooms and add auto flushers | \$ 5,000.00 | |
| 30 | | WSA | Santa Barbara | FAT | ATCT | Replace TRACON carpet. Carpet worn and coming up causing a trip hazard. | \$ 7,000.00 | |
| 78 | | WSA | Santa Barbara | SBA | ATCT | Upgrade Tower Sink Drain | \$ 1,200.00 | |
| 100 | | WSA | Santa Barbara | BFL | ATCT | Replace Old Air Conditioning Unit | \$ 25,000.00 | |
| 106 | 2005-1966 | WSA | Santa Barbara | FAT | ATCT | Replace carpeting for all administrative and operational spaces | \$ 21,360.00 | |
| 113 | 2005-4040 | WSA | Santa Barbara | SBA | ATCT | Provide interior paint and carpet for SBA Tower and TRACON. | \$ 30,000.00 | |
| 114 | | WSA | Santa Barbara | SBA | ATCT | Replace all bathroom fixtures which are corroded and/or worn out | \$ 2,500.00 | |
| 9 | 2005-2273 | WSA | Seattle | BFI | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 13 | | WSA | Seattle | BLI | ATCT | Replace carpeting | \$ 6,500.00 | |
| 14 | | WSA | Seattle | BLI | ATCT | Provide double shades for 3 windows due to extreme glare. | \$ 2,500.00 | |
| 51 | | WSA | Seattle | LWS | ATCT | Replace 3 cab windows | \$ 40,000.00 | |

Western Projects - First Tier

| Priority | NAP | SA | District | LOC | FACILITY TYPE | DESCRIPTION | ESTIMATE | Comments |
|----------|-----------|-----|-------------|-----|---------------|---|---------------|----------|
| 52 | | WSA | Seattle | LWS | ATCT | Repair floor covering and grounding system in cab and equipment areas | \$ 7,000.00 | |
| 61 | | WSA | Seattle | OLM | ATCT | Repair flooring, including abatement of ACM | \$ 6,000.00 | |
| 62 | 2005-2263 | WSA | Seattle | OLM | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 67 | 2005-2262 | WSA | Seattle | PAE | ATCT | Replace ATCT window shades. | \$ 17,000.00 | |
| 68 | | WSA | Seattle | PAE | ATCT | Repair building leaks | \$ 25,000.00 | |
| 69 | | WSA | Seattle | PAE | ATCT | Repair carpet and baseboard water damage | \$ 10,000.00 | |
| 70 | | WSA | Seattle | PAE | ATCT | Trim trees that are obstructing tower visibility | \$ 250.00 | |
| 76 | 2007-5030 | WSA | Seattle | Q10 | MATCT | Repair radios and shelter for mobile ATCT | \$ 50,000.00 | |
| 77 | 2005-2265 | WSA | Seattle | RNT | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 84 | | WSA | Seattle | SEA | ATCT | Replace ATCT cab carpet | \$ 10,000.00 | |
| 87 | | WSA | Seattle | SFF | ATCT | Replace/sustain HVAC | \$ 9,500.00 | |
| 94 | 2005-2264 | WSA | Seattle | TIW | ATCT | Replace ATCT window shades. | \$ 11,000.00 | |
| 98 | | WSA | Seattle | YKM | ATCT | Repair flooring in cab and small offices, including abatement of ACM. | \$ 8,500.00 | |
| 81 | 2005-3012 | WSA | Southern Ca | SCT | TRACON | Repair the roof at SCT. | \$ 30,000.00 | |
| 85 | | WSA | Southern Ca | SEE | ATCT | tower cab shades | \$ 15,000.00 | |
| 86 | | WSA | Southern Ca | SEE | ATCT | tree removal | \$ 3,000.00 | |
| 116 | 2005-2746 | WSA | Southern Ca | SCT | TRACON | Replace carpeting in SCT's Administration wing on the first and | \$ 100,000.00 | |
| 117 | | WSA | Southern Ca | SEE | ATCT | elevator car rehab | \$ 10,000.00 | |
| 118 | | WSA | Southern Ca | SEE | ATCT | fence maintenance & repair | \$ 5,000.00 | |

\$ 1,884,722.00

4. ASBESTOS SURVEY REPORT FORM

Facility: GCK RCAG Inspector: Frank Pfeifer
 SSC: Garden City SSC Date: 10-28-04

| # | Sample Description* | Sampling Date | Material Amount | Asbestos Type | Friability | Condition | Potential for Disturbance | Abatement Date/Amount |
|--------|----------------------------|---------------|-----------------------|----------------|-------------|-----------|---------------------------|-----------------------|
| 1 | Green, 9"x 9" floor tile | 10-28-04 | About 30 square feet | 10% Chrysotile | Non-Friable | Good | Low | |
| | Black mastic on sample 1 | 10-28-04 | About 30 square feet | 5% Chrysotile | Non-Friable | Good | Low | |
| 4 to 6 | Green, 12"x 12" floor tile | 10-28-04 | About 600 square feet | None-Detected | Non-Friable | Good | Low | |
| | Mastic on sample 4 to 6 | 10-28-04 | About 600 square feet | None-Detected | Non-Friable | Good | Low | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

* Attach a copy of laboratory results to this plan.

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 1 | ESA | Boston | MA | BOS | LOC | Install/Rehab HVAC Units | \$ 15,000 |
| 2 | ESA | Boston | MA | BOS | ASR | Paint Building | \$ 8,000 |
| 3 | ESA | Jamaica | NY | JFK | LLWAS | Dismantle Site | \$ 20,000 |
| 4 | ESA | Jamaica | NY | JFK | MM | Dismantle Site | \$ 5,000 |
| 5 | ESA | Pittsburgh | PA | PIT | RTR | Building Refurbishment | \$ 25,000 |
| 6 | ESA | Pittsburgh | PA | PIT | RCAG | Paint Interior Log Id 2008-1657 | \$ 7,000 |
| 7 | ESA | Dulles | VA | IAD | RTR | Inspect Antenna Guy Wires | \$ 5,000 |
| 8 | ESA | Dulles | VA | IAD | RTR | Refurbish Grounds (Gravel) | \$ 3,000 |
| 9 | ESA | Dulles | VA | IAD | RTR | Refurbish Grounds (Gravel) | \$ 3,000 |
| 10 | ESA | Charlotte | NC | CLT | MALSR | Replace Wiring Between Lamp Heads And J-Box At Each Station | \$ 3,000 |
| 11 | ESA | Charlotte | NC | CLT | TDWR | Repaint Exterior/ Correct Minor Repairs | \$ 2,800 |
| 12 | ESA | Charlotte | NC | DOG | LOC | Ops Funding. Upgrade Electrical For Dga Loc E/G. | \$ 5,000 |
| 13 | ESA | Charlotte | NC | DOG | SX | Install Drain Around E/G Shelter To Correct Poor Drainage | \$ 5,000 |
| 14 | ESA | Charlotte | NC | CLT | MALSR | Raise Flasher #2 (Sta 22+00) Foundation And Replace With Mg-30 | \$ 30,000 |
| 15 | ESA | Charlotte | NC | CLT | ASR | Refurbish Doors And Repaint Exterior | \$ 4,760 |
| 16 | ESA | Charlotte | NC | CLT | TDWR | Regravel Access Road And Plot | \$ 3,800 |
| 17 | ESA | Manetta | GA | ATL | RCLR | Inspect. Align. Properly Tension Rclr Towers | \$ 1,900 |
| 18 | ESA | Atlanta | GA | ATL | TDWR | Replace Site Air Conditioners | \$ 25,000 |
| 19 | ESA | Miami | FL | MIA | ASR | Repair Asr Emis | \$ 10,000 |
| 20 | ESA | Miami | FL | MIA | LOC | Elevate Power Transformers To Prevent Flooding | \$ 9,000 |
| 21 | ESA | Memphis | TN | MEM | LLWAS | Remove Lwas Pole | \$ 10,000 |
| 22 | ESA | Washington | NJ | QCL | RCLR | Paint Tanks/Install Bollards | \$ 5,000 |
| 23 | ESA | Windsor Locks | CT | IKX | MALSF | Shelter Site Prep Only (Already Have Shelter) | \$ 10,000 |
| 24 | ESA | Millinocket | ME | MLT | VOR | Brush Cutting | \$ 8,000 |
| 25 | ESA | Martinsburg | WV | MRB | VOR | Repair Roof And Soffit | \$ 60,000 |
| 26 | ESA | Philipsburg | PA | PSB | RCAG | Ops: Repair Branch Circuits And Replace Panel | \$ 8,000 |
| 27 | ESA | Irvine | KY | QRO | RCLR | Seal And Paint The Interior/Exterior Of Building | \$ 4,000 |
| 28 | ESA | Chattanooga | TN | CHA | GS | Pressure Wash And Paint Its Shelters | \$ 5,000 |
| 29 | ESA | Mobile | AL | ATE | OM | Gravel Needed Around Facility To Help Prevent Erosion | \$ 1,500 |
| 30 | ESA | Asheville | NC | AVL | RTR | Repair Grounding, Asheville, Nc (Avl) Rtr | \$ 5,000 |
| 31 | ESA | Middletown | PA | MDT | ALS | Repair Concrete Steps | \$ 6,000 |
| 32 | ESA | Daytona Beach | FL | DAB | RTR | Replace Electrical Junction Box On A Rtr Tower | \$ 1,000 |
| 33 | ESA | Elmira | NY | ULW | VOR | Tree Clearing | \$ 1,000 |
| 34 | ESA | Wilcoochie | GA | QG5 | RCLR | Inspect. Align. Properly Tension Rclr Towers | \$ 1,900 |
| 35 | ESA | Bay St Louis | MS | HSA | LOC | Paint Fiberglass Building Exterior. | \$ 2,000 |
| 36 | ESA | Mount Weather | VA | AJ1 | RCLR | Replace A/C Unit | \$ 1,800 |
| 37 | ESA | Slate Run | PA | SLT | VOR | Access Road Repair | \$ 10,000 |
| 38 | ESA | Daytona Beach | FL | DAB | LLWAS | Refurbish Facility Grounds And Vegetation | \$ 3,150 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|---|---------------|
| 39 | ESA | Amelia | VA | QCS | RCLR | Refurbish Tower | \$ 15,000 |
| 40 | ESA | Pico Del Este | PR | QJO | SX | Repair Access Road | \$ 30,000 |
| 41 | ESA | Freepoint | ME | QEQ | RCLR | Repair Fence | \$ 3,500 |
| 42 | ESA | Pensacola | FL | PNS | RTR | Replace Window Air Conditioners At Multiple Facilities | \$ 8,300 |
| 43 | ESA | Mobile | AL | MOB | LLWAS | Repair Access Road To Livas Station #5 | \$ 2,500 |
| 44 | ESA | Albany | GA | PZO | VOR | Bushhog Clear Zone For VOR | \$ 5,000 |
| 45 | ESA | Dupont | DE | DJO | VOR | Replace Asbestos Floor Tiles With Vinyl | \$ 2,000 |
| 46 | ESA | Indianhead | PA | MMJ | VOR | Repair Foundation | \$ 20,000 |
| 47 | ESA | Martinsburg | WV | MRB | ASR | Emergency Air Conditioner Replacement | \$ 15,000 |
| 48 | ESA | Mobile | AL | RUJ | LOC | Ops-Esa-Tsop: Replace Gravel On Access Road And Rent Equipment T | \$ 2,000 |
| 49 | ESA | Nashville | TN | PNO | LOC | Painting Of Shelter | \$ 2,000 |
| 50 | ESA | Orlando | FL | DDO | ALS | Repair And Maintenance Of Access Road | \$ 5,200 |
| 51 | ESA | Meadville | PA | GKJ | OM | Access Road Repair | \$ 4,000 |
| 52 | ESA | Pittsfield | MA | EIF | LOC | Re-Caulk And Waterproof Localizer Shelter | \$ 2,000 |
| 53 | ESA | Hazard | KY | QHI | RCLR | Seal And Paint The Interior/Exterior Of Building | \$ 4,000 |
| 54 | ESA | Sandersville | GA | OKZ | RCAG | Electrical Materials For Freq. Addition | \$ 2,200 |
| 55 | ESA | Louisville | KY | JIU | VOR | Grade And Shape 1200' Of Access Road | \$ 27,600 |
| 56 | ESA | Gulfport | MS | GPT | GS | Paint Fiberglass Building Exterior | \$ 2,000 |
| 57 | ESA | Cordale | GA | QGS | RCLR | Inspect, Align, Property Tension Rclr Towers | \$ 1,900 |
| 58 | ESA | Covington | KY | CVG | WME | Remove 2 Livas Poles And Clean Site | \$ 10,000 |
| 59 | ESA | Richmond | VA | CHO | ASR | Install HVAC System | \$ 19,000 |
| 60 | ESA | Prattville | AL | MGM | RCAG | Refurbish Electrical Wiring System In The Mgm Rcag | \$ 6,000 |
| 61 | ESA | Keating | PA | ETG | VOR | Ops: Repair Vinyl Siding Log Id 2007-3898 | \$ 12,000 |
| 62 | ESA | Chattanooga | TN | GOO | VOR | Repair Access Road By Gate | \$ 4,000 |
| 63 | ESA | Mobile | AL | MOB | LOC | Replace Gravel Around The Antenna Distribution Box. | \$ 2,000 |
| 64 | ESA | Trevoise | PA | QDP | BLDG | Fence Repair | \$ 1,500 |
| 65 | ESA | Shelbyville | TN | SYI | RCAG | Fence Repair And Electric Fencer | \$ 3,500 |
| 66 | ESA | Louisville | KY | PKI | MALSR | Replace Inpavement Fixtures | \$ 31,486 |
| 67 | ESA | London | KY | LOZ | RCAG | Inspect/Repair Roof For Leaks, Replace Four Exterior Doors, Frames, Weather | \$ 4,000 |
| 68 | ESA | Albany | GA | ABY | GS | Gravel For Sites | \$ 1,000 |
| 69 | ESA | Statham | GA | QYK | RCLR | Inspect, Align, Property Tension Rclr Towers | \$ 1,900 |
| 70 | ESA | Williamsport | PA | IPTA | RCAG | Repair Access Road | \$ 2,000 |
| 71 | ESA | Conyers | GA | QYL | RCLR | Inspect, Align, Property Tension Rclr Towers | \$ 1,900 |
| 72 | ESA | Valdosta | GA | VLD | GS | Repaint Gs Tower | \$ 2,500 |
| 73 | ESA | Nashville | TN | BNA | IM | Painting Of Shelter | \$ 5,000 |
| 74 | ESA | Paw Paw | WV | AL1 | RCLR | Refurbish Grounds (Gravel) | \$ 2,400 |
| 75 | ESA | Pine Level | AL | OMU | RCAG | Refurbish Electrical Wiring System In The Omu Rcag | \$ 6,000 |
| 76 | ESA | Tn City | TN | TRI | MM | Repair/Replace Fence | \$ 8,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|--|---------------|
| 77 | ESA | Clarksburg | WV | CRB | REIL | Refurbish Plant Equipment - Paint Light Boxes Log Id 2006-2690 | \$ 1,200 |
| 78 | ESA | Charleston | WV | CRW | RTR | Ops: Siding Repair - Log Id 2006-2611 | \$ 17,000 |
| 79 | ESA | Dorchester | GA | BN7 | RCLR | Refurbish Facility (Building, Fence Plot) | \$ 20,000 |
| 80 | ESA | Augusta | GA | MXZ | MM | Remove The Decommissioned Mx Mm Runway 17. | \$ 5,000 |
| 81 | ESA | Albany | GA | ABY | VASI | Materials To Replace Vasi Boxes And Peds | \$ 3,200 |
| 82 | ESA | Falls Church | VA | QFJ | RCAG | Refurbish Grounds | \$ 10,000 |
| 83 | ESA | Newport News | VA | PHF | GS | Install Shelter | \$ 10,000 |
| 84 | ESA | Mayaguez | PR | MAZ | RCAG | Paint Building Exterior And Interior Including Repair, Replace/Repair Fascias, | \$ 125,000 |
| 85 | ESA | Ashville | NC | SUG | VOR | Repair Fence | \$ 3,000 |
| 86 | ESA | Gerry | NY | QCX | RCLR | Ops: Fence Repair - Log Id 2005-0833 | \$ 25,000 |
| 87 | ESA | Bowling Green | KY | BWG | VOR | VOR Clear Zone | \$ 24,000 |
| 88 | ESA | Hattiesburg | MS | HBG | RCAG | Refurbish Electrical Wiring System In The Hbg Road | \$ 6,000 |
| 89 | ESA | Snowbird | TN | SOT | TR | Refurbish Road | \$ 26,000 |
| 90 | ESA | Franklin | VA | FKN | VOR | Install Standby Power (New E/G On Site) | \$ 10,000 |
| 91 | ESA | West Point | GA | QXL | RCLR | Inspect, Align, Property Tension Rct. Towers | \$ 1,900 |
| 92 | ESA | Jamestown | NY | JHW | VOR | Ops: Facility Repair - Log Id 2005-0839 | \$ 15,000 |
| 93 | ESA | Anderson | SC | AND | WEF | Decommission Anderson, Sc (And) Wef | \$ 5,000 |
| 94 | ESA | Rochester | NY | ROC | OM | Repair Grounds - Fence Fabric Replacement Log Id 2006-1672 | \$ 5,000 |
| 95 | ESA | Lynchburg | VA | LYH | VOR | Tree Cutting | \$ 5,000 |
| 96 | ESA | Islip | NY | RXN | MALSR | Refurbish Road | \$ 117,000 |
| 97 | ESA | Binghamton | NY | CFB | VOR | Repair Access Road And Culverts | \$ 3,000 |
| 98 | ESA | Nottingham | MD | OTT | VOR | Tree Cutting | \$ 15,000 |
| 99 | ESA | Pico Del Este | PR | QJQ | ARSR | Vegetation Removal From 5.1 Mile Stretch Of Road At East Peek In | \$ 5,000 |
| 100 | ESA | Syracuse | NY | SYR | RTR | Install Grounds Weed Control Fabric And Gravel | \$ 5,000 |
| 101 | ESA | Worcester | MA | RSR | GS | Repair Site Drainage/Vegetation Control | \$ 4,000 |
| 102 | ESA | Elmira | NY | ELM | ASR | Repair Access Road & Clean Culverts | \$ 1,500 |
| 103 | ESA | Augusta | ME | AUG | MALSR | Tree Clearing | \$ 8,000 |
| 104 | ESA | Buffalo | NY | BUF | GS | Access Road Repair | \$ 10,000 |
| 105 | ESA | Baltimore | MD | FND | OM | Restore Grounds | \$ 10,000 |
| 106 | ESA | Baxterville | MS | QNZ | RCLR | The Main Faa Owned Utility Pole At Qnz Rct Needs To Be Replaced By Contractor | \$ 1,500 |
| 107 | ESA | Buffalo | NY | BUF | PCS | Replace Siding | \$ 3,000 |
| 108 | ESA | St Croix | VI | COY | RCO | Ops Coy Rco Antenna Collapsible Metal Pole Refurbishment | \$ 25,000 |
| 109 | ESA | North Glymer | NY | QCV | RCLR | Ops: Fence Repair - Log Id 2005-0832 | \$ 25,000 |
| 110 | ESA | Schenectady | NY | SCH | MALS | Repair Siding | \$ 3,500 |
| 111 | ESA | Vineyard Haven | MA | MVY | VOR | Repair Roof | \$ 5,000 |
| 112 | ESA | Alma | GA | AMG | DF | Remove The Decommissioned Ang Df, Alma, Ga | \$ 10,000 |
| 113 | ESA | Camp Springs | MD | RWS | SX | Repair Muffler | \$ 3,000 |

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Eastern Service Area Prioritized List FY -07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|--|---------------|
| 114 | ESA | Bethel | GA | DG7 | RCLR | Inspect, Align, Property Tension Rclr Towers | \$ 1,900 |
| 115 | ESA | Chamblee | GA | PDKD | VASI | Materials To Replace Vasi Boxes | \$ 2,500 |
| 116 | ESA | Richmond | VA | EZD | LOC | Re-Cable Localizer Antenna Array | \$ 6,000 |
| 117 | ESA | Guilford | MS | GPT | MALSR | Replace Gravel At The Gpt Malsr Facility | \$ 1,500 |
| 118 | ESA | Green Bay | VA | BKT | RCAG | Refurbish Grounds (Gravel) | \$ 500 |
| 119 | ESA | Mount Savage | MD | QC5 | RCLR | Refurbish Building, Roof, Ice Shield | \$ 25,000 |
| 120 | ESA | Mobile | AL | ATE | LOC | Add Gravel Around Localizer Building | \$ 1,500 |
| 121 | ESA | Montour | PA | MMJ | VOR | Access Road Repair | \$ 20,000 |
| 122 | ESA | Geneseo | NY | GEE | VOR | Repair Access Roads - Regrade And Replace Gravel Log Id 2006-1668 | \$ 10,000 |
| 123 | ESA | Clearfield | PA | QCF | ARSR | Ops: Repair Access Road Log Id 2007-4112 | \$ 10,000 |
| 124 | ESA | Paducah | KY | CNG | VOR | Cng VOR Paint | \$ 1,500 |
| 125 | ESA | Daytona Bch | FL | DAB | SSC | Maintenance Of Parking Lots And Walkways | \$ 1,490 |
| 126 | ESA | Wellsville | NY | ELZ | VOR | Replace Vents And Hoods With Paneling And Siding | \$ 5,000 |
| 127 | ESA | Parkersburg | WV | PKB | REIL | Reil Refurbishment | \$ 20,000 |
| 128 | ESA | Portland | ME | PWMA | SX | Materials For Building Repairs | \$ 9,500 |
| 129 | ESA | Clarksburg | WV | CKB | OM | Ops - Cut Trees At Ckb Om - Log Id 2005-0306 | \$ 5,000 |
| 130 | ESA | Morgantown | WV | MGW | MALSR | Ops: Tree Clearing Log Id 2006-2692 | \$ 5,000 |
| 131 | ESA | Ponce | PR | PSE | VOR | Paint Building Exterior And Interior Including Repair, Replace/Repair Fascias, | \$ 50,000 |
| 132 | ESA | Paducah | KY | PAH | MALSR | Paint Malsr Road Re-Build | \$ 7,000 |
| 133 | ESA | Keating | PA | ETG | VOR | Repair Of Facility Heater | \$ 3,000 |
| 134 | ESA | Central City | KY | CCT | VOR | Road Repair | \$ 10,000 |
| 135 | ESA | Kewanee | MS | EWA | VOR | Refurbish/Repair Ewa VOR Roof | \$ 49,900 |
| 136 | ESA | Frederick | MD | FDK | RCLR | Refurbish Tower | \$ 20,000 |
| 137 | ESA | Delancy | NY | DNY | VOR | Repair Access Road & Clean Culverts | \$ 5,000 |
| 138 | ESA | Hopewell | VA | HPW | VOR | Tree Trimming (Along Access Road) | \$ 2,500 |
| 139 | ESA | Louisville | KY | SDF | ASR | Repair HVAC | \$ 9,133 |
| 140 | ESA | Grantsville | MD | GRV | VOR | Paint Interior | \$ 5,000 |
| 141 | ESA | Semmes | AL | SJL | VOR | Add More Gravel To Access Road | \$ 2,000 |
| 142 | ESA | Clarksburg | WV | CKB | VOR | Paint Interior | \$ 5,000 |
| 143 | ESA | Wildwood | NJ | CEJ | LOC | Repair Site Fence | \$ 1,500 |
| 144 | ESA | Columbia | SC | VYK | MM | Remove The Decommissioned Vyk Mm, Runway 29 | \$ 5,000 |
| 145 | ESA | Revloc | PA | REC | VOR | Access Road Repair | \$ 5,000 |
| 146 | ESA | Bradford | PA | BFD- | LOC | Refurbish Shelter | \$ 25,000 |
| 147 | ESA | Allentown | PA | TN9 | RTR | Upgrade Electrical Wiring | \$ 5,000 |
| 148 | ESA | Ocilla | GA | QG4 | RCLR | Remove Trees From Guy Wires | \$ 1,000 |
| 149 | ESA | Snowbird | TN | SOT | VOR | Cut Clear Zone | \$ 8,500 |
| 150 | ESA | Valdosta | GA | VLD | RCAG | Repair Barbed Wire Fence | \$ 1,500 |
| 151 | ESA | Buffalo | NY | IAG | LOC | Disassemble And Remove Structure | \$ 5,000 |

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| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|---|---------------|
| 152 | ESA | Jacks Creek | TN | JKS | VOR | Jks VOR Paint | \$ 1,500 |
| 153 | ESA | Charleston | WV | HVQ | VOR | Paint Interior | \$ 7,000 |
| 154 | ESA | Allentown | PA | ABE | MALSR | Install Cable In Conduit Between Stations 23 And 24 | \$ 5,000 |
| 155 | ESA | Nashville | TN | PNO | GS | Painting Of Shelter | \$ 5,000 |
| 156 | ESA | Greensboro | NC | HHH | ILS | Clean And Coat Shelter | \$ 3,000 |
| 157 | ESA | Vaiden | MS | QJL | RCLR | Add Dirt And Sod Around Fence | \$ 5,000 |
| 158 | ESA | Montpelier | VT | MPV | LOC | Rehab Shelter Exterior & Interior | \$ 4,500 |
| 159 | ESA | Nashville | TN | BNA | ASR | Painting Of Shelter | \$ 5,600 |
| 160 | ESA | Jackson | MS | JHF | MALSR | Replace Gravel On Malr Access Road | \$ 2,000 |
| 161 | ESA | Sandy Grove | NC | FG7 | RCLR | Replace Wall-Mounted Cooling Unit | \$ 3,000 |
| 162 | ESA | Toms River | NJ | MXJ | MALSR | Repair Site Fence | \$ 1,500 |
| 163 | ESA | Concord | NH | CON | VOR | Repair Roof & Water Damage | \$ 35,000 |
| 164 | ESA | Natchez | MS | HAH | NDB | Repair Access Road By Adding Additional Gravel At The F | \$ 1,500 |
| 165 | ESA | Richmond | VA | RIC | VOR | Repair Roof | \$ 2,500 |
| 166 | ESA | Pike | NY | QC2 | RCLR | Remove Grounds - Cut & Clear Trees And Vegetation Log Id 2006-1670 | \$ 30,000 |
| 167 | ESA | Wilcoochee | GA | QG5 | RCLR | Replace Air Conditioner | \$ 800 |
| 168 | ESA | Kennebunk | ME | ENE | VOR | Repair Access Road | \$ 30,000 |
| 169 | ESA | FL Myers | FL | RSW | ILS | Painting / Cleaning Of Its Shelters Exterior Walls | \$ 6,900 |
| 170 | ESA | Revloc | PA | REC | VOR | Repair Siding | \$ 12,000 |
| 171 | ESA | Altoona | PA | AOO | VOR | Repair Siding | \$ 12,000 |
| 172 | ESA | Indianhead | PA | IHD | VOR | Ops: Repair Doors And Paint Log Id 2007-0397 | \$ 15,000 |
| 173 | ESA | Tri City | TN | TRI | OM | Repair/Replace Fence | \$ 7,500 |
| 174 | ESA | Gulfport | MS | GPT | LOC | Paint Fiberglass Building Exterior | \$ 2,000 |
| 175 | ESA | Charleston | WV | CRW | MM | Ops: Restoration Of Property After Cancellation Of Lease Log Id 2007-3701 | \$ 5,000 |
| 176 | ESA | Williamsport | PA | FQM | VOR | Install Gravel Around Site | \$ 1,500 |
| 177 | ESA | Mayaguez | PR | MAZ | VOR | Maz VOR Vegetation Control | \$ 5,000 |
| 178 | ESA | Sandwich | MA | EWBB | RCAG | Rehab Pull Boxes And Trenches | \$ 2,000 |
| 179 | ESA | Bradford | PA | BFD | LOC | Ops: Repair Building Entrance Steps Log Id 2007-3901 | \$ 1,500 |
| 180 | ESA | Coatesville | PA | MOS | OM | Replace Fence | \$ 15,000 |
| 181 | ESA | Albany | NY | ALBA | RCLR | Optimize Access Roads Trim Tree Growth Back | \$ 5,000 |
| 182 | ESA | Green Bay | VA | BKT | RCAG | Replace Rf Cable On One Antenna Tower | \$ 8,000 |
| 183 | ESA | Columbus | GA | CSG | RVR | Repaint And Repair The Rvr Towers | \$ 5,000 |
| 184 | ESA | Bradford | PA | BFDA | REIL | Ops: Repair Reil Equipment Log Id 2007-3904 | \$ 20,000 |
| 185 | ESA | Daytona Bch | FL | DAB | OM | Repair Dab Om Shelter Roof | \$ 2,600 |
| 186 | ESA | Slate Run | PA | SLT | VOR | Repair Siding And Soffit Log Id 2006-2031 | \$ 12,000 |
| 187 | ESA | Rocky Mount | NC | RWI | RCAG | Repair Mold/Water Damage | \$ 15,000 |
| 188 | ESA | Hookstown | PA | QCO | RCLR | Ops: Remove And Dispose Of Outhouse Log Id 2007-3578 | \$ 3,000 |
| 189 | ESA | Sparta | NJ | SAX | VOR | Install Guard Posts For Propane | \$ 5,000 |

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| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|---|---------------|
| 190 | ESA | Oliville | VA | GRX | RCLR | Inspect & Relamp Towers (Various) | \$ 50,000 |
| 191 | ESA | Columbia | SC | GJC | MALSR | Upgrade Lir Towers, Runway 05 (Glc) MalSr. | \$ 3,000 |
| 192 | ESA | Bradford | PA | BFD | VOR | Ops: Repair Vinyl Siding Log Id 2007-3897 | \$ 12,000 |
| 193 | ESA | Chamblee | GA | PAK | ILS | Gravel Faa Sites On Pdk | \$ 3,000 |
| 194 | ESA | Dunkirk | NY | DKK | VOR | Ops: Repair Floor Tile Log Id 2007-3889 | \$ 5,000 |
| 195 | ESA | Nashville | TN | BNA | ASR | Add Gravel To Lot | \$ 6,500 |
| 196 | ESA | Seminole | AL | SJI | VOR | Repair Water/Rust Damaged Electrical Panel And Associated Equipment | \$ 8,500 |
| 197 | ESA | Winchester | KY | LEX | ROAG | Spray Facility For Termiles | \$ 1,000 |
| 198 | ESA | La Belle | FL | FMV | VOR | Refurbish VOR By Painting Inter/Ext Floors Etc. | \$ 12,000 |
| 199 | ESA | Parkersburg | WV | PKB | REL | Refurbish Painting - Light Boxes Log Id 2006-2706 | \$ 1,000 |
| 200 | ESA | Charleston | WV | HVQ | VOR | Ops: Repair/Replace Facility Fence Log Id 2007-0133 | \$ 1,500 |
| 201 | ESA | Nashville | TN | UQU | IM | Painting Of Shelter | \$ 5,000 |
| 202 | ESA | Rutland | VT | RUT | VOR | DVOR Radome Refurbishments | \$ 15,000 |
| 203 | ESA | Montpelier | VT | MPV | MALSR | Rehab Fence & Gate | \$ 7,000 |
| 204 | ESA | Augusta | GA | MZX | OM | Remove The Decommissioned Mx Om, Runway 17. | \$ 5,000 |
| 205 | ESA | Wilcoxochie | GA | QG5 | RCLR | Clear Brush And Trees From Guy Wires | \$ 2,500 |
| 206 | ESA | Buffalo | NY | BUF | ASR | Paint Building | \$ 3,500 |
| 207 | ESA | Dothan | AL | DHN | RVR | Paint Rvr Towers | \$ 5,500 |
| 208 | ESA | Johnstown | PA | JST | VOR | Repair Siding | \$ 12,000 |
| 209 | ESA | London | KY | LOZ | VOR | Erosion Control From Tree Removal | \$ 5,000 |
| 210 | ESA | San Juan | PR | SJU | WME | Decommission Facility | \$ 10,000 |
| 211 | ESA | Brookwood | AL | OKW | VOR | Overhaul Road To Site | \$ 33,620 |
| 212 | ESA | St Thomas | VI | STT | RCO | Ops Sit Rco Antenna Collapsible Metal Pole Refurbishment | \$ 15,000 |
| 213 | ESA | Benqor | ME | JVH | PAPI | Access Road | \$ 15,500 |
| 214 | ESA | Albany | GA | ABY | MALSR | Electrical Materials For Bldg. Installation | \$ 3,500 |
| 215 | ESA | Tallahassee | FL | PLQ | ALS | Painting Of Als Light Poles With Gel Coat | \$ 22,000 |
| 216 | ESA | Gainesville | FL | OCF | LOC | Repair Access Road | \$ 7,000 |
| 217 | ESA | Byromville | GA | QG2 | RCLR | Inspect, Align, Properly Tension Rclr Towers | \$ 1,900 |
| 218 | ESA | Montebello | VA | MOL | VOR | Refurbish Shelter | \$ 10,000 |
| 219 | ESA | Allentown | PA | FIC | VOR | Replace Electrical Power Panel | \$ 1,000 |
| 220 | ESA | Montgomery | AL | MGM | LOC | Refurbish Shelter | \$ 7,500 |
| 221 | ESA | Wilkes Barre | PA | AVP | MALSR | Repair MalSr Masts | \$ 340,300 |
| 222 | ESA | Irvine | KY | QRO | RCLR | Replace Security Fence | \$ 15,000 |
| 223 | ESA | Chattanooga | TN | CHAA | RVR | Paint Rvr | \$ 3,000 |
| 224 | ESA | Danielsville | GA | OYJ | RCLR | Inspect, Align, Properly Tension Rclr Towers | \$ 1,900 |
| 225 | ESA | Gulfport | MS | UXI | MALSR | Repair Access Road By Adding Additional Gravel At The P | \$ 1,500 |
| 226 | ESA | Buffalo | NY | BUF | VOR | Vegetation Control | \$ 3,000 |
| 227 | ESA | Barnegat | NJ | BGT | IFST | Clear Brush From Around Antennas | \$ 5,000 |

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|----------|--------------|---------------|-------|-------------|---------------|---|---------------|
| 228 | ESA | Grantsville | MD | GRV | VOR | Refurbish Access Roads - Gravel And Grade Log Id 2007-0122 | \$ 6,000 |
| 229 | ESA | Bradford | PA | BFD | GS | Refurbish Shelter | \$ 25,000 |
| 230 | ESA | Gordonsville | VA | GVE | VOR | Repair Interior Wall | \$ 1,000 |
| 231 | ESA | Claron | PA | CIP | VOR | Ops: Repair Vinyl Siding Log Id 2007-3896 | \$ 12,000 |
| 232 | ESA | Brooke | VA | BRV | VOR | Repair Roof | \$ 25,000 |
| 233 | ESA | Parkersburg | WV | PKB | PM | Drainage Installation | \$ 10,000 |
| 234 | ESA | Lexington | KY | LEX | ATCT | Install Electrical Fixtures And Wiring In Ssc Emergency Shelter | \$ 2,500 |
| 235 | ESA | Atlantic City | NJ | PVO | LOC | Repair Access Road | \$ 5,000 |
| 236 | ESA | Louisville | KY | RLI | ALS | Concrete Floor | \$ 5,000 |
| 237 | ESA | Grahamsville | NY | GRM | RCLR | Repair Access Road | \$ 100,000 |
| 238 | ESA | Dulles | VA | IAD | ELD | Refurbish Electrical Switchgear | \$ 5,000 |
| 239 | ESA | Oxford | MS | UVD | OM | Cut Trees Around Yagi Antenna | \$ 5,500 |
| 240 | ESA | Wilmington | NC | ILM | MALSR | Refurbish Mailer | \$ 20,000 |
| 241 | ESA | St Croix | VI | COY | RCO | Repair Antenna System | \$ 5,000 |
| 242 | ESA | Charleston | WV | HCV | OM | Ops: Restoration Of Property After Cancellation Of Lease Log Id 2007-3704 | \$ 5,000 |
| 243 | ESA | Pensacola | FL | PNS | SX | Repair Roof On Sx Building | \$ 5,000 |
| 244 | ESA | Jamestown | NY | JHW | VOR | Access Road Repair | \$ 3,000 |
| 245 | ESA | Williamsport | PA | IPT | RCAG | Repair Access Road | \$ 2,000 |
| 246 | ESA | Lynchburg | VA | LYH | RTR | Remove Old Building/Restore Grounds | \$ 7,500 |
| 247 | ESA | Woodstown | NJ | QVQA | RCLR | Replace A/C | \$ 4,000 |
| 248 | ESA | Huntington | WV | HTS | OM | Ops: Siding Repair - Log Id 2006-2660 | \$ 4,000 |
| 249 | ESA | Pensacola | FL | PNS | RTR | Corrosion Control Antenna Towers @ Multiple Facilities | \$ 182,000 |
| 250 | ESA | Bluefield | WV | BLF | OM | Ops: Fence Repair - Log Id 2005-1592 | \$ 4,000 |
| 251 | ESA | Snow Hill | MD | SWL | VOR | Rehab Interior | \$ 20,000 |
| 252 | ESA | Norwich | CT | ORW | VOR | Repair Access Road | \$ 30,000 |
| 253 | ESA | Du Bois | PA | DUJ | MALSR | Ops: Repair Access Road Log Id 2007-4113 | \$ 9,000 |
| 254 | ESA | Morristown | NJ | MMU | OM | Repair Soffits | \$ 2,000 |
| 255 | ESA | Pico Del Este | PR | QJQ | SX | Repair Perimeter Fences And Site Security Fences. | \$ 30,000 |
| 256 | ESA | Stillwater | NJ | STW | VOR | Install Guard Posts For Propane | \$ 5,000 |
| 257 | ESA | Gulfport | MS | UXI | GS | Paint Fiberglass Building Exterior | \$ 2,000 |
| 258 | ESA | Fulton County | GA | FTY | RTR | Repair Fence Including Painting Support Posts | \$ 6,000 |
| 259 | ESA | Chattanooga | TN | CHA | RVR | Paint Rvr | \$ 3,000 |
| 260 | ESA | Allegheny | PA | AGC | REIL | Reil Refurbishment | \$ 20,000 |
| 261 | ESA | Culpeper | VA | QC9 | RCLR | Repair/Refurbish Access Road | \$ 50,000 |
| 262 | ESA | Valdosta | GA | VLD | RCAG | Replace Pump | \$ 2,200 |
| 263 | ESA | Parkersburg | WV | PKB | LOC | Improve Road | \$ 7,000 |
| 264 | ESA | Plato | NY | OCZ | RCLR | Ops: Fence Repair - Log Id 2005-0835 | \$ 25,000 |
| 265 | ESA | Bradford | PA | BFD | VOR | Tree Clearing | \$ 20,000 |

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|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 266 | ESA | Chase City | VA | QHD | RCLR | Refurbish Grounds (Gravel) | \$ 1,500 |
| 267 | ESA | Nantucket | MA | ACK | SSALR | Repair Shingle Roof | \$ 4,000 |
| 268 | ESA | Gainesville | FL | GNV | OM | Repair Road | \$ 6,000 |
| 269 | ESA | Georgetown | KY | QNI | RCLR | Seal And Paint The Interior/Exterior Of Building | \$ 4,000 |
| 270 | ESA | Putnam | CT | PUT | VOR | Repair Access Road | \$ 15,000 |
| 271 | ESA | Palm B Garden | FL | GHO | LOC | Connect Rmrm | \$ 10,000 |
| 272 | ESA | Altamonte | PA | AOO | MALSR | Relocate Control Boxes | \$ 6,000 |
| 273 | ESA | South Boston | VA | SBV | VOR | Refurbish Shelter | \$ 12,000 |
| 274 | ESA | Glens Falls | NY | GFL | RCAG | Rehab Access Road And Parking Area | \$ 15,000 |
| 275 | ESA | Portland | ME | PWM | RTR | Insulate Roof | \$ 8,500 |
| 276 | ESA | Morgantown | WV | MGW | VOR | Paint Interior | \$ 5,000 |
| 277 | ESA | Covington | KY | CVG | ASR | Repair HVAC Unit At The Asr-9 Site. Oep Airport | \$ 6,000 |
| 278 | ESA | Tyrone | PA | TON | VOR | Access Road Repair | \$ 10,000 |
| 279 | ESA | Milville | NJ | MIV | RCAG | Scrape And Paint 4 Ea. Antenna Towers | \$ 30,000 |
| 280 | ESA | Virginia Key | FL | VKZ | VOR | Paint & Repair Building Exterior And Interior Including Repair Fascias, Eaves, Flooring Etc. | \$ 100,000 |
| 281 | ESA | Allegheny | PA | AGC | MALSR | Replace Grounds - Fence Fabric And Barbed Wire - Log Id 2006-1555 | \$ 8,000 |
| 282 | ESA | Morgantown | WV | MGW | VOR | Ops: Repair Branch Circuits And Replace Panel | \$ 2,500 |
| 283 | ESA | Eadytown | SC | DF7 | RCLR | Refurbish Building Interior | \$ 20,000 |
| 284 | ESA | Biggerstaff | NC | QNO | RCLR | Regravel Access Road | \$ 5,000 |
| 285 | ESA | Reading | PA | RDG | MALF | Install Shelter Purchased FY06 | \$ 4,600 |
| 286 | ESA | New Castle | DE | ILG | OM | Repair Security Fence | \$ 6,500 |
| 287 | ESA | Tyrone | PA | TON | VOR | Door Replacement | \$ 7,500 |
| 288 | ESA | Buford | GA | LZU | ASR | Clear Fenceline And Add Gravel And Grade | \$ 3,000 |
| 289 | ESA | Daytona Bch | FL | DAB | RTR | Repair And Maintenance To Access Roads | \$ 1,380 |
| 290 | ESA | Niagara Falls | NY | IAG | OM | Ops: Demolish Existing Om Building To Make Way For Replacement Building Log Id 2007-3919 | \$ 5,000 |
| 291 | ESA | Ocala | GA | QGA | RCLR | Inspect, Align, Property Tension Rclr Towers | \$ 1,900 |
| 292 | ESA | Huquonot | NY | HUO | VOR | Paint Tanks/Install Bollards | \$ 5,000 |
| 293 | ESA | Wheeling | WV | HLG | MM | Remove Structures - Dismantle Decommissioned Facilities Log Id 2006-1785 | \$ 6,000 |
| 294 | ESA | Winchester | KY | LEX | RCAG | Replace Exterior Doors -2 Each | \$ 2,000 |
| 295 | ESA | Pottstown | PA | PTW | VOR | Replace Electrical Power Panel | \$ 1,000 |
| 296 | ESA | Mobile | AL | BFM | VOR | Ops-Esa-Tsog Replace Gravel At The VORTac Site And Rent Equipmen | \$ 2,000 |
| 297 | ESA | Ft. Valley | GA | BY7 | RCLR | Inspect, Align, Property Tension Rclr Towers | \$ 1,900 |
| 298 | ESA | Clarksville | TN | CKV | MALS | New Gravel And Gate Path Cleaned Out | \$ 5,200 |
| 299 | ESA | Tidule | PA | TDT | VOR | Repair Foundation | \$ 23,000 |
| 300 | ESA | The Plains | VA | OPL | APSR | Repair Rclr Antenna Radomes | \$ 5,000 |
| 301 | ESA | Daytona Beach | FL | DABA | RTR | Repair Foundation | \$ 14,000 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|-----------------|-------|-------------|---------------|---|---------------|
| 302 | ESA | Danville | NY | DSV | ARSR | Resurface Parking Lot | \$ 45,000 |
| 303 | ESA | Crossville | TN | CSV | RCO | Rework And Relocate Feedlines | \$ 3,500 |
| 304 | ESA | Plattsburg | NY | PLB | VOR | Repair Paving Around Building | \$ 3,500 |
| 305 | ESA | Stony Fork | PA | SFK | VOR | Tree Clearing | \$ 6,000 |
| 306 | ESA | The Plains | VA | QPL | ARSR | Repair Access Gate | \$ 3,000 |
| 307 | ESA | Saranac Lake | NY | SLK | LOC | Repair Access Road | \$ 10,000 |
| 308 | ESA | Luthersville | GA | QM3 | RCLR | Inspect, Align, Properly Tension Rclr Towers | \$ 1,900 |
| 309 | ESA | Columbia | SC | CAE | VOR | Repair Gate | \$ 8,000 |
| 310 | ESA | Pensacola | FL | PNS | RTR | Replace Doors And Hardware At Multiple Facilities | \$ 6,600 |
| 311 | ESA | Batavia | NY | GVQ | OM | Ops: Remove Trees At Gvg-Orn - Log Id 2005-2707 | \$ 3,000 |
| 312 | ESA | Middletown | PA | HOA | LOC | Repair Railing On Antenna Deck | \$ 9,000 |
| 313 | ESA | Wheeling | WV | HLG | RTR | Ops: Repair Stairs To Facility Log Id 2007-3648 | \$ 1,500 |
| 314 | ESA | Raleigh | NC | RDUJA | RTR | Repair Flooring | \$ 4,000 |
| 315 | ESA | Philpsburg | PA | PSB | VOR | Repair Siding | \$ 12,000 |
| 316 | ESA | Danville | VA | DAN | LOC | Refurbish Shelter | \$ 20,000 |
| 317 | ESA | Elmira | NY | ELM | RTR | Replace Fence | \$ 25,000 |
| 318 | ESA | Nashville | TN | UQU | ALS | Painting Of The Fiber Glass Poles | \$ 7,000 |
| 319 | ESA | Nashville | TN | BNAA | RTR | Painting Of Shelter | \$ 5,500 |
| 320 | ESA | Bradford | PA | BFD | GS | Regrade | \$ 3,000 |
| 321 | ESA | Albany | GA | ABYB | VASI | Materials To Replace Vasi Boxes | \$ 2,500 |
| 322 | ESA | Augusta | GA | AGS | MM | Remove The Decommissioned Ags Mm, Runway 35 | \$ 5,000 |
| 323 | ESA | Wheeling | WV | HLG | VOR | Remove Grounds - Cut & Clear Trees And Vegetation Log Id 2006-2829 | \$ 50,000 |
| 324 | ESA | Albany | NY | ALB | ASR | Seal Parking Area, Add Stone To Plot | \$ 7,500 |
| 325 | ESA | Revloc | PA | REC | VOR | Plumbing Repair | \$ 1,200 |
| 326 | ESA | Columbus | MS | IGB | VOR | Install Foundation Pad For Transformer | \$ 5,200 |
| 327 | ESA | Philpsburg | PA | PSB | RCAG | Refurbish Support Tower - Paint Structure Log Id 2006-2022 | \$ 20,000 |
| 328 | ESA | Charleston | WV | CRW- | OM | Ops: Restoration Of Property After Cancellation Of Lease Log Id 2007-3703 | \$ 8,000 |
| 329 | ESA | Eastbrook | ME | QEC | RCLR | Repair Access Road | \$ 9,000 |
| 330 | ESA | Glens Falls | NY | GFL | RCO | Scrape And Paint Antenna Tower | \$ 5,000 |
| 331 | ESA | Franklin | PA | FKL | VOR | Ops: Repair Vinyl Siding Log Id 2007-3895 | \$ 12,000 |
| 332 | ESA | Bradford | PA | BFD | REIL | Ops: Repair Reil Equipment Log Id 2007-3903 | \$ 20,000 |
| 333 | ESA | Georgetown | NY | GGT | VOR | Site Transformer Replacement | \$ 9,000 |
| 334 | ESA | Siccomb | NC | FH7 | RCLR | Refurbish Building Interior & Replace Wall-Mounted Cooling Unit | \$ 13,000 |
| 335 | ESA | Allentown | PA | ABE | LOC | Repair Roof | \$ 4,000 |
| 336 | ESA | Charlottesville | VA | CHO | ASR | Repaint Floor (E/G Room) | \$ 1,500 |
| 337 | ESA | Kessel | WV | ESL | VOR | Repaint VOR Antenna Radome | \$ 1,000 |
| 338 | ESA | Paducah | KY | CNG | VOR | Chg VOR Road Re-Build | \$ 4,000 |
| 339 | ESA | Casanova | VA | CSN | VOR | Repair Roof | \$ 2,500 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 340 | ESA | Saint Thomas | PA | THS | VOR | Repaint VOR Antenna Radome | \$ 1,000 |
| 341 | ESA | Covington | KY | CVG | TDWR | Grade, Shape Access Road | \$ 11,000 |
| 342 | ESA | Mt. Freedom | NJ | QCJ | RCLR | Paint Tanks/Install Bollards | \$ 5,000 |
| 343 | ESA | Macon | GA | MCN | RCLR | Inspect, Align, Properly Tension Rclr Towers | \$ 1,900 |
| 344 | ESA | Fayetteville | GA | QMA | RCLR | Inspect, Align, Properly Tension Rclr Towers | \$ 1,900 |
| 345 | ESA | Biggerstaff | NC | QNO | RCLR | Ops Cut Trees Around Biggerstaff, Nc (Qno) Rclr. | \$ 20,000 |
| 346 | ESA | Atlantic City | NY | ACY | ASR | Repair Roof | \$ 19,000 |
| 347 | ESA | Gibbsboro | NJ | QIE | ARSR | Paint Interior | \$ 35,000 |
| 348 | ESA | Martinsburg | WV | MRB | VOR | Tree Cutting | \$ 8,000 |
| 349 | ESA | Morgantown | WV | MGW | VOR | Ops: Repair Foundation Log Id 2007-0121 | \$ 5,000 |
| 350 | ESA | Gerry | NY | QCX | RCLR | Repair Obstruction Light - Operational Safety | \$ 20,000 |
| 351 | ESA | Frankfort | KY | FFT | VOR | Replace Exterior Doors -2 Each | \$ 2,000 |
| 352 | ESA | Linden | VA | LDN | VOR | Repair Roof And Soffit | \$ 60,000 |
| 353 | ESA | Orlando | FL | MCO | TDWR | Repaint Building | \$ 5,000 |
| 354 | ESA | Mobile | AL | RUJ | MALSR | Ops-Esa-Tsog Replace Gravel On Access Road And Around The 1000Ft | \$ 2,000 |
| 355 | ESA | Greensboro | NC | GSO | RTR | Repair Roof | \$ 5,000 |
| 356 | ESA | Vidalia | MS | QMJ | RCLR | Repair Access Road | \$ 1,500 |
| 357 | ESA | Bradford | PA | BFD | REIL | Tree Clearing | \$ 2,000 |
| 358 | ESA | Dyersburg | TN | DYR | VOR | Dyr VOR Paint | \$ 1,500 |
| 359 | ESA | Fort Site | PA | AS1 | RCLR | Returbish Building | \$ 15,000 |
| 360 | ESA | Nashville | TN | PNO | GS | Replace The Floor | \$ 3,000 |
| 361 | ESA | Tupelo | MS | OTB | VOR | Gravel Access Road | \$ 6,500 |
| 362 | ESA | Waterloo | DE | ATR | VOR | Rehab Interior | \$ 20,000 |
| 363 | ESA | Altoona | PA | AOO | RCAG | Install Rain Gutters | \$ 1,000 |
| 364 | ESA | Alpine | NY | ALP | NDB | Install Faa Standard Security Fence | \$ 26,000 |
| 365 | ESA | Remsen | NY | QXU | ARSR | Repair Roofing Damaged By Falling Ice | \$ 40,000 |
| 366 | ESA | Syracuse | NY | SYR | NDB | Install Grounds Weed Control Fabric And Gravel | \$ 5,000 |
| 367 | ESA | High Falls | GA | BOX | RCLR | Repair Door And Seal Building | \$ 3,400 |
| 368 | ESA | Pico Del Este | PR | QJQ | ARSR | Molindero And Navy Road Repair And Maintenance | \$ 30,000 |
| 369 | ESA | Coats | NC | AM7 | RCLR | Replace Wall-Mounted Cooling Unit | \$ 3,000 |
| 370 | ESA | Sanford | FL | SFB | ATCT | Replace Window Type Package Unit Air Conditioners | \$ 3,000 |
| 371 | ESA | Gulfport | MS | GPT | RTR | Repair Access Road By Adding Additional Gravel At The F | \$ 1,500 |
| 372 | ESA | High Falls | GA | BOX | RCLR | Inspect, Align, Properly Tension Rclr Towers | \$ 1,900 |
| 373 | ESA | Bluefield | WV | BLF | VOR | Replace Siding | \$ 25,000 |
| 374 | ESA | Jackson | KY | JKL | RCLR | Seal And Paint The Interior/Exterior Of Building | \$ 4,000 |
| 375 | ESA | Stonyfork | PA | SFK | VOR | Replace Monitor Pole With Tilt Down Mg Type | \$ 7,000 |
| 376 | ESA | The Plains | VA | OPL | ARSR | Repair Access Road | \$ 42,000 |
| 377 | ESA | Paducah | KY | PAH | RCO | Pat Equipment Room Carpet | \$ 2,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|--|---------------|
| 378 | ESA | Jackson | MS | JAN | GS | Add Gravel To Jan Glide Slope Access Road. | \$ 2,000 |
| 379 | ESA | Montour | PA | MMJ | VOR | Repair Grounds - Fence Repair And Installation Log Id 2006-1592 | \$ 7,000 |
| 380 | ESA | Fort Fisher | NC | QGV | ARSR | Place Fuel Monitor On Essential Power, Ft. Fisher, Nc (Qgv) Arsr | \$ 2,500 |
| 381 | ESA | Bangor | ME | BGR | ASR | Repair/Refurbish Storage Bldg. | \$ 15,000 |
| 382 | ESA | Clearfield | PA | OCF | ARSR | Plumbing Repair | \$ 3,000 |
| 383 | ESA | Annisston | AL | ANB | RCAG | Repair Fence | \$ 351 |
| 384 | ESA | Mendian | MS | MEIA | RTR | Add Gravel To Clark County Rtr Plot | \$ 2,000 |
| 385 | ESA | Tyrone | PA | TON | VOR | Repair Siding | \$ 12,000 |
| 386 | ESA | Milton | PA | MIP | VOR | Paint Interior And Exterior Trim | \$ 3,500 |
| 387 | ESA | Rockdale | NY | RKA | RCAG | Replace Rusted Antenna Pole With Tilt-Down Mg Type | \$ 7,000 |
| 388 | ESA | Hazard | KY | AZQ | VOR | Seal And Paint The Interior/Exterior Of Building | \$ 4,000 |
| 389 | ESA | Florence | SC | DD7 | RCLR | Replace Wall-Mounted Cooling Unit | \$ 3,000 |
| 390 | ESA | Gulport | MS | GPT | PAP | Establish Road | \$ 500 |
| 391 | ESA | Partlow | VA | QCQ | RCLR | Refurbish Grounds (Gravel) | \$ 5,100 |
| 392 | ESA | Waterville | ME | RLU | LOC | Repair Access Road | \$ 13,800 |
| 393 | ESA | South River | NJ | QC6 | RCLR | Fence Repair | \$ 3,500 |
| 394 | ESA | Flushing | NY | LGA | RTR | Dispose Of Old Transformers | \$ 32,000 |
| 395 | ESA | Wheeling | WV | HLG | RTR | Ops. Repair Damaged Floor Tiles. Log Id 2007-3649 | \$ 4,000 |
| 396 | ESA | Benton | PA | QRC | ARSR | Remove Plant Equipment Vent Hoods And Repair Siding | \$ 40,000 |
| 397 | ESA | Winchester | KY | GNP | RCLR | Seal And Paint The Interior/Exterior Of Building | \$ 4,000 |
| 398 | ESA | Malden | NC | QRM | ARSR | Repaint Building Exterior | \$ 5,000 |
| 399 | ESA | Atlantic City | NJ | ACY | RTR | Rehab Site - Mainly Painting, Lighting, Repair Of Windows, Doors, Etc. | \$ 56,000 |
| 400 | ESA | Bingham | SC | BJ7 | RCLR | Replace Wall-Mounted Cooling Unit | \$ 3,000 |
| 401 | ESA | Tyrone | PA | TON | VOR | Repair Access Roads - Log Id 2006-2033 | \$ 10,000 |
| 402 | ESA | Nashville | TN | BNAC | SX | Sheet Metal Work Around The Eg | \$ 3,000 |
| 403 | ESA | Martinsburg | WV | MRB | ASR | Install Ground Sys. Upgrade (Fence) | \$ 1,000 |
| 404 | ESA | Mt. Oglethorpe | GA | QRP | RCAG | Repair Barbed Wire Fence | \$ 1,500 |
| 405 | ESA | San Juan | PR | SJU | LOM | Ops Sju Lom Antenna System Refurbishment | \$ 15,000 |
| 406 | ESA | The Plains | VA | QPL | ARSR | Tree Cutting (As Required Based On Results Of Rclr Path Survey) | \$ 14,000 |
| 407 | ESA | Concord | NH | CON | RCAG | Repair Of Existing Antenna Support Structure (Safety Issue) | \$ 12,000 |
| 408 | ESA | Buena Vista | VA | QWW | RCAG | Repair Road | \$ 20,000 |
| 409 | ESA | Casanova | VA | CSN | VOR | Repair Grounds (Erosion Control) | \$ 40,000 |
| 410 | ESA | Pensacola | FL | PNS | VOR | Repair Corrugated Roof On The Nun VOR Bldg. | \$ 1,700 |
| 411 | ESA | Nashville | TN | VNY | OM | Add Culverts Under The Road | \$ 1,000 |
| 412 | ESA | Louisville | KY | SDF | TDWR | Soft Starts For A/C | \$ 6,500 |
| 413 | ESA | Keene | NH | EEN | VOR | Repair Access Road | \$ 6,000 |
| 414 | ESA | Bay St Louis | MS | HSA | GS | Paint Fiberglass Building Exterior. | \$ 2,000 |
| 415 | ESA | Alma | GA | AMG | DF | Remove The Decommissioned Armg Df, Alma, Ga | \$ 10,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|--------------|--------------|-----------------|-------|-------------|---------------|--|---------------------|
| 416 | ESA | Marietta | GA | MGE | ASR | Add Gravel And Grade | \$ 1,500 |
| 417 | ESA | Holcomb | MS | QJJ | RCLR | Add Dirt And Sod Around Fence | \$ 5,000 |
| 418 | ESA | Mayaguez | PR | MAZ | VOR | Maz VOR Roof Repair | \$ 25,000 |
| 419 | ESA | Moultrie | GA | MGR | VOR | Replace Air Conditioner | \$ 800 |
| 420 | ESA | Montgomery | AL | MGM | RVR | Paint Rvr Towers | \$ 5,899 |
| 421 | ESA | Somerset | KY | SME | BUEC | Stop Erosion Around Site | \$ 3,000 |
| 422 | ESA | London | KY | LOZA | RCO | Replace Wooden Antenna Poles | \$ 3,000 |
| 423 | ESA | Harrisburg | PA | CXY | RTR | Refurbish Support Tower Antenna Towers | \$ 10,000 |
| 424 | ESA | Altoona | PA | AOO | LOC | Weed Control | \$ 1,000 |
| 425 | ESA | Oilville | VA | QRX | RCLR | Refurbish Grounds (Gravel) | \$ 500 |
| 426 | ESA | Nashville | TN | SSX | LOC | Replace The Floor Tiles | \$ 1,000 |
| 427 | ESA | Hattiesburg | MS | PIB | MALSR | Repair Access Road By Adding Additional Gravel At The P | \$ 1,500 |
| 428 | ESA | Pawling | NY | PWL | VOR | Tree Clearing | \$ 64,000 |
| 429 | ESA | Fort Fisher | NC | QGV | ARSR | Refurbish The Facility, Ft. Fisher, Nc (Qgv) Arsr | \$ 15,000 |
| 430 | ESA | The Plains | VA | QPL | ARSR | Perform Rctr Path Survey/Optimization | \$ 3,000 |
| 431 | ESA | Pascagoula | MS | PQL | LOC | Paint Fiberglass Building Exterior. | \$ 2,000 |
| 432 | ESA | N. Philadelphia | PA | PNEA | RCO | Sidewalk Repair | \$ 3,500 |
| 433 | ESA | Gulfport | MS | LXI | LOC | Paint Fiberglass Building Exterior. | \$ 2,000 |
| 434 | ESA | Harcum | VA | HCM | VOR | Install HVAC System | \$ 2,500 |
| 435 | ESA | Grantsville | MD | GRV | VOR | Fill Sewage Tank With Sand | \$ 2,000 |
| 436 | ESA | Greensboro | NC | LIB | VOR | Repaint Shelter | \$ 2,000 |
| 437 | ESA | Pascagoula | MS | PQL | GS | aint Fiberglass Building Exterior. | \$ 2,000 |
| 438 | ESA | Ashburn | GA | QHN | RCLR | Inspect, Align, Properly Tension Rctr Towers | \$ 1,900 |
| 439 | ESA | San Juan | PR | SJU | RTR | Repair Storm Water Management And Erosion Control Of The Facility. | \$ 40,000 |
| Total | | | | | | | \$ 4,913,069 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|--|---------------|
| 1 | CSA | Minneapolis | MN | MSPB | RTR | Repair Siding/Floors | \$ 35,000 |
| 2 | CSA | Minneapolis | MN | MSP | OM | Decommission | \$ 8,000 |
| 3 | CSA | Minneapolis | MN | MSP | VOR | Repair Monitor Pole Plot | \$ 800 |
| 4 | CSA | Chicago | IL | ORD | RCAG | Repaint Towers | \$ 12,000 |
| 5 | CSA | Chicago Midway | IL | MDWC | PAPI | Maintain, Modify, Repair Site | \$ 68,000 |
| 6 | CSA | Chicago | IL | ORD | GS | Repaint Tower | \$ 3,000 |
| 7 | CSA | St Louis | MO | STL | GS | Maintain, Repair Or Modify Shelter | \$ 28,000 |
| 8 | CSA | Houston | TX | IAH | VOR | For Bulk Herbicide Procurement | \$ 35,000 |
| 9 | CSA | San Antonio | TX | SATE | RTR | Paint Bldg. | \$ 1,500 |
| 10 | CSA | Pinon | NM | PIO | VOR | Maintain/Repair Fence & Siding | \$ 4,500 |
| 11 | CSA | Duncan | OK | DUC | VASI | Repair Power Cable | \$ 10,000 |
| 12 | CSA | Napoleon | MO | ANX | VOR | Regravel And Repgrade Plot And Access Road | \$ 5,000 |
| 13 | CSA | Kankakee | IL | IKK | MALSR | Maintain/Modify/Repair Gravel Access Road | \$ 5,000 |
| 14 | CSA | Chicago Dupage | IL | DPA | LOC | Repair Loc On/Off Control Panel | \$ 10,000 |
| 15 | CSA | Minneapolis | MN | MSP | NASEB | Paint The E/G Shelter | \$ 2,250 |
| 16 | CSA | Huron | SD | HON | DME | Repaint Tower | \$ 1,000 |
| 17 | CSA | Gretna | LA | AN2 | RCLR | Tower Corrosion Control | \$ 2,000 |
| 18 | CSA | Eden Prairie | MN | FCM | RTR | Repair/Replace A/C Unit | \$ 3,800 |
| 19 | CSA | Harlingen | TX | HRL | MM | Remove Decommissioned Building | \$ 5,000 |
| 20 | CSA | Tomball | TX | IAH | TDWR | Repair Access Gate | \$ 7,500 |
| 21 | CSA | Brainerd | MN | BRD | MALSR | Repair Walkway | \$ 12,700 |
| 22 | CSA | Des Moines | IA | DSM | VOR | Maintain/Modify/Repair Gravel Access Road | \$ 5,000 |
| 23 | CSA | North Platte | NE | LPF | ARSR | Install Previously Procured Equipment | \$ 5,000 |
| 24 | CSA | Monticello | AR | MON | VOR | Repair Roof / Siding /HVAC | \$ 36,000 |
| 25 | CSA | Crystal | MN | MIC | SX | Repair E/G Door | \$ 750 |
| 26 | CSA | Williston | ND | ISN | MALSR | Repair Fence | \$ 5,400 |
| 27 | CSA | Midland | TX | MAF | LOC | Repair Shelter | \$ 45,000 |
| 28 | CSA | Amarillo | TX | RIQ | GS | Replace A/C System | \$ 3,000 |
| 29 | CSA | Minneapolis | MN | INN | OM | Decommission | \$ 8,000 |
| 30 | CSA | Hutinson | KS | HTI | ARSR | Maintain/Modify/Repair/Upgrade Ac System | \$ 30,000 |
| 31 | CSA | Ankeny | IA | FVH | LOC | Gravel | \$ 5,000 |
| 32 | CSA | Dal-Ft Worth | TX | DFWC | MX | Repair Transfer Switch | \$ 2,500 |
| 33 | CSA | Columbus | NM | CUS | VOR | Paint And Plot Repair | \$ 3,000 |
| 34 | CSA | Kansas | MO | PVL | ALS | Maintain, Modify Or Repair Shelter Siding | \$ 2,000 |
| 35 | CSA | Dickinson | ND | DIK | VOR | Air Conditioning Replace | \$ 4,446 |
| 36 | CSA | Williston | ND | SFW | LOC | Purchase/Install HVAC Unit | \$ 2,000 |
| 37 | CSA | Alamogordo | NM | BWS | VOR | Install Plant Equipment | \$ 10,000 |
| 38 | CSA | Redwood Falls | MN | RWF | VOR | Inst On Hand HVAC | \$ 500 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|-------------------|-------|-------------|---------------|---|---------------|
| 39 | CSA | Indianapolis | IN | COA | LOC | Repair Roof | \$ 8,500 |
| 40 | CSA | Chicago | IL | IDN | GS | Repaint Tower | \$ 3,000 |
| 41 | CSA | McAlester | OK | MLC | RCAG | Repair Access Road | \$ 5,000 |
| 42 | CSA | Green Bay | WI | GRB | RCAG | Repair Roof | \$ 15,000 |
| 43 | CSA | Kansas City | MO | MCI | RVR | Maintain, Modify Or Repair Gravel And Drainage On Plot And Access | \$ 5,000 |
| 44 | CSA | Fargo | ND | AAM | NASEB | Repair Concrete Stair, Repaint Shelter, Refurbish Grounds | \$ 6,000 |
| 45 | CSA | Hayes Center | KS | HCT | VOR | Replace Floor Tile | \$ 2,000 |
| 46 | CSA | Freeland | MI | MBS | LOC | Repair Equipment Shelter | \$ 30,000 |
| 47 | CSA | Albuquerque | NM | ABQ | ASR | Repair Building | \$ 18,000 |
| 48 | CSA | Joplin | MO | JOX | MALSR | Maintain, Repair Or Modify Existing Malsr Tower Power Supplies | \$ 8,000 |
| 49 | CSA | Chicago | IL | JAV | GS | Repaint Tower | \$ 3,000 |
| 50 | CSA | Kansas City | MO | MKC | LOC | Repair Or Modify Entrance Door | \$ 2,000 |
| 51 | CSA | Ames | IA | EEE | GS | Gravel And Winterize | \$ 5,000 |
| 52 | CSA | Williston | ND | SFW | GS | Purchase/Install HVAC Unit | \$ 2,000 |
| 53 | CSA | Albuquerque | NM | BZY | OM | Paint Building | \$ 1,000 |
| 54 | CSA | Ironwood | MI | IWD | VASI | Maintain, Modify Or Repair Concrete Foundation | \$ 10,000 |
| 55 | CSA | Texico | TX | TXO | VOR | Repair HVAC / Siding / Fence | \$ 30,000 |
| 56 | CSA | Thief River Falls | MN | HYZ | MALSR | Replace Air Conditioner | \$ 3,000 |
| 57 | CSA | North Platte | NE | LBF | GS | Add Rock To Road | \$ 1,200 |
| 58 | CSA | Albuquerque | NM | AEG | GS | Paint Building | \$ 1,000 |
| 59 | CSA | Boutte | LA | AM2 | RCLR | Tower Corrosion Control | \$ 2,000 |
| 60 | CSA | Aurora | IL | ZAU | RTR | Maintain, Modify And Repair Rtr | \$ 25,000 |
| 61 | CSA | New Orleans | LA | MSY | RTR | Maintain & Repair Plot | \$ 25,000 |
| 62 | CSA | Haringen | TX | HRL | GS | Maintain, Modify Or Repair Gs Control Cable | \$ 95,000 |
| 63 | CSA | Fort Stockton | TX | FST | VOR | Recable Bridge | \$ 2,000 |
| 64 | CSA | Bemidji | MN | BJI | VOR | Replace Air Conditioner | \$ 2,500 |
| 65 | CSA | Lamoni | IA | LMN | VOR | Refurbish Plot | \$ 10,000 |
| 66 | CSA | Des Moines | IA | DWW | LOC | Paint Shelter | \$ 3,000 |
| 67 | CSA | Grand Island | NE | GRI | VOR | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 68 | CSA | New Orleans | LA | MSY | ASR | Maintain & Repair Plot | \$ 2,500 |
| 69 | CSA | Springfield | MO | SGF | VOR | Maintain, Repair Or Modify Incoming Power Supply | \$ 40,300 |
| 70 | CSA | Madison | WI | MSN | ASR | Replace HVAC | \$ 20,000 |
| 71 | CSA | Dickinson | ND | DIK | GS | Maintain Access Road | \$ 3,000 |
| 72 | CSA | Spencer | IA | SPW | OM | Maintain/Modify/Repair Shelter | \$ 3,650 |
| 73 | CSA | Holden | MO | QIP | RCLR | Plot And Gravel Maintenance Work | \$ 1,000 |
| 74 | CSA | Corpus Christi | TX | CRP | VOR | Herbicide | \$ 20,000 |
| 75 | CSA | Gretna | LA | AN2 | RCLR | Replace HVAC Units | \$ 3,250 |
| 76 | CSA | San Angelo | TX | SJT | LOC | Repair Access Road | \$ 5,000 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|-------------------|-------|-------------|---------------|--|---------------|
| 77 | CSA | Kearney | NE | EAR | LOC | Regravel And Regrade Plot And Access Road | \$ 1,000 |
| 78 | CSA | Springfield | MO | SGF | MALS | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 79 | CSA | South Bend | IN | SBNF | RTR | Maintain, Modify, Repair Rtr | \$ 3,000 |
| 80 | CSA | Hill City | KS | HLC | VOR | Repair Access Road/Plot | \$ 9,589 |
| 81 | CSA | Watford | IA | ALO | ASR | Maintain, Modify Or Repair HVAC Air Handling Unit | \$ 20,000 |
| 82 | CSA | Salina | KS | SLNA | PAP | Regrade And Regravel Access Road | \$ 2,000 |
| 83 | CSA | El Dorado | AR | ELD | VOR | Paint Facility | \$ 5,000 |
| 84 | CSA | Goodhue | MN | BM8 | RCLR | Replace Air Conditioner | \$ 3,000 |
| 85 | CSA | Okmulgee | OK | OKM | OM | Repair Bldg. | \$ 25,000 |
| 86 | CSA | McAllen | TX | MFE | RTR | Maintain/Repair Facility (Paint, Fence) | \$ 2,000 |
| 87 | CSA | St Louis | MO | SUS | RTR | Maintain, Repair Or Modify Shelter | \$ 50,000 |
| 88 | CSA | Hastings | NE | HIS | VOR | Repair Roof | \$ 2,500 |
| 89 | CSA | Dickinson | ND | DIK | VOR | Siding Replacement & Refurbish | \$ 17,750 |
| 90 | CSA | Albuquerque | NM | BZY | LOC | Paint Building | \$ 1,000 |
| 91 | CSA | Spencer | IA | SPW | MALS | Maintain/Modify/Repair Shelter | \$ 6,150 |
| 92 | CSA | Springfield | MO | SGF | GS | Regravel And Regrade Plot And Access Road | \$ 3,000 |
| 93 | CSA | Minneapolis | MN | INN | MM | Decommission | \$ 2,000 |
| 94 | CSA | Bemidji | MN | BJI | VOR | Repair Plot Via Tree Removal | \$ - |
| 95 | CSA | Baton Rouge | LA | BTR | VOR | Pest Control | \$ 1,000 |
| 96 | CSA | Dupree | SD | DPR | SX | Repair Siding/Vent Hoods | \$ 1,000 |
| 97 | CSA | Cedar Creek | TX | COY | RCAG | Repair Shelter | \$ 60,000 |
| 98 | CSA | Navasota | TX | TNV | VOR | Regrade Access Road | \$ 10,000 |
| 99 | CSA | Buller | MO | BUM | VOR | Maintain Modify Repair Roof | \$ 60,000 |
| 100 | CSA | Hutinson | KS | HTI | AFSR | Maintain Modify, Repair And Upgrade Environmental/Heating System | \$ 125,000 |
| 101 | CSA | Thief River Falls | MN | TVF | VOR | Replace Air Conditioner | \$ 1,500 |
| 102 | CSA | Silver City | NM | SVC | VOR | Maintain/Repair Fence | \$ 10,000 |
| 103 | CSA | Pine Island | LA | AF2 | RCLR | Ob Light Replacement | \$ 625 |
| 104 | CSA | Animas | NM | QSC | RCAG | Interior Electrical Upgrade | \$ 1,500 |
| 105 | CSA | Kearney | NE | EAR | AWOS | Regravel And Regrade Plot And Access Road | \$ 1,000 |
| 106 | CSA | Dallas/Ftw | TX | FTW | AFSR | Repair/Replace Roof | \$ 30,000 |
| 107 | CSA | Madison | WI | MSN | ASR | Maintain, Modify Or Repair 2Nd HVAC System | \$ 20,000 |
| 108 | CSA | St Louis | MO | LMR | LOC | Maintain Modify Repair Shelter | \$ 25,000 |
| 109 | CSA | Albuquerque | NM | ABQ | VOR | Repair Equipment Room Door Knob Assy | \$ 200 |
| 110 | CSA | Litchfield | MI | LFD | VOR | Repair Roof | \$ 29,500 |
| 111 | CSA | Grand Point | LA | AL2 | RCLR | Sandblast And Repaint Subframes | \$ 4,200 |
| 112 | CSA | Dickinson | ND | DIK | RCAG | Air Conditioning Replace | \$ 6,000 |
| 113 | CSA | Des Moines | IA | DSM | RCAG | Maintain, Modify And Repair Guy Wire Anchors, | \$ 20,000 |
| 114 | CSA | Pecos | NM | PEQ | VOR | Replace HVAC Units. | \$ 10,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|--|---------------|
| 115 | CSA | Jamestown | ND | JMS | MM | Remove Structure/Restore Plot | \$ 2,000 |
| 116 | CSA | Huthinson | KS | HTI | ARSR | Regrade And Regravel On Access | \$ 2,000 |
| 117 | CSA | Riverside | MO | RIS | VOR | Repair Or Modify Entrance Door | \$ 1,500 |
| 118 | CSA | Nordine | MN | ODI | VOR | Strip/Repaint Vor Cone | \$ 8,000 |
| 119 | CSA | Overbrook | KS | OTI | RCLR | Repair Gutwire Anchor Guards | \$ 15,000 |
| 120 | CSA | Grand Island | NE | GRI | GS | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 121 | CSA | Bismark | ND | BIS | VOR | Air Conditioning Replace | \$ 2,500 |
| 122 | CSA | Springfield | MO | SGF | PAPI | Regravel And Regrade Plot | \$ 2,000 |
| 123 | CSA | Miller | NE | OF4 | RCLR | Regravel And Regrade Plot And Access Road | \$ 1,000 |
| 124 | CSA | Midland | TX | MAF | GS | Repair Shelter | \$ 45,000 |
| 125 | CSA | Marion | IL | MWA | LOC | Maintain/Modify/Repair Shelter | \$ 25,000 |
| 126 | CSA | Lebanon | MO | SGF | RTR | Install Equip And Fence | \$ 5,000 |
| 127 | CSA | Bloomington | IN | BMG | OM | Maintain/Modify/Or Repair Shelter | \$ 35,000 |
| 128 | CSA | Panhandle | TX | PNH | VOR | Replace A/C System | \$ 4,000 |
| 129 | CSA | Lufkin | LA | LFK | LOC | Repair Shelter | \$ 25,000 |
| 130 | CSA | Champaign | IL | CMI | GS | Maintain/Modify/Repair Gravel Access Road | \$ 5,000 |
| 131 | CSA | Tribodaux | LA | TBD | VOR | Maintain & Repair Plot | \$ 2,500 |
| 132 | CSA | Springfield | MO | SGF | ASR | Regravel And Regrade Plot And Access Road | \$ 3,000 |
| 133 | CSA | Austin | TX | VNK | LOC | Repair Shelter (Allowed Under T106 Guidelines) | \$ 20,000 |
| 134 | CSA | Lansing | MI | LAN | LOM | Maintain/Repair Or Modify Gravel On Plot | \$ 4,500 |
| 135 | CSA | Brinkley | AR | QBK | RCAG | Repair Roof | \$ 10,000 |
| 136 | CSA | Houston | TX | ODG | GS | Shelter Replacement | \$ 5,000 |
| 137 | CSA | Albuquerque | NM | ABQ | VOR | Paint E/G Room Floor | \$ 400 |
| 138 | CSA | Industry | TX | IDU | VOR | Repair/Replace HVAC Units | \$ 2,000 |
| 139 | CSA | Alexandria | MN | AXN | VOR | Repair Plot And Repair Access Road | \$ 30,000 |
| 140 | CSA | St Paul | MN | BAO | LOC | Repair Bldg/Control Cable/Gravel | \$ 35,000 |
| 141 | CSA | Dallas | TX | OWW | LOC | Repair Shelter | \$ 25,000 |
| 142 | CSA | Chicago Midway | IL | MDWC | PAPI | Maintain/Modify/Repair Site | \$ 52,000 |
| 143 | CSA | Bradford | IL | BDF | RCAG | Maintain/Modify/Repair Gravel Access Road | \$ 5,000 |
| 144 | CSA | Rimrock | NM | QOR | RCLR | Repair Solar Panel Volt. Reg. | \$ 3,000 |
| 145 | CSA | Columbus | OH | CMHC | RTR | Maintain Repair Roof | \$ 28,000 |
| 146 | CSA | Duluth | MN | DLHA | REIL | Foundation Repair | \$ 5,000 |
| 147 | CSA | Albuquerque | NM | ABQE | RTR | Replace HVAC Units | \$ 3,000 |
| 148 | CSA | Newton | IA | TNU | VOR | Maintain/Modify/Repair Fence And Gate | \$ 2,000 |
| 149 | CSA | Phillips | SD | PHP | VOR | Repair Vor Cone | \$ 2,000 |
| 150 | CSA | West Plains | MO | HUW | VOR | Maintain/Repair Or Modify Flooring | \$ 3,000 |
| 151 | CSA | Spring Branch | MS | AP2 | RCLR | Maintain & Repair Access Road | \$ 2,000 |
| 152 | CSA | Pine Bluff | AR | PBF | LOC | Rehab Facility And Access Road | \$ 25,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|--|---------------|
| 153 | CSA | Topeka | KS | TOPA | RCAG | Maintain, Modify And Repair Guy Wire Anchors, | \$ 20,000 |
| 154 | CSA | Clarksville | IN | JVY | OM | Repair Building | \$ 22,000 |
| 155 | CSA | Midland | TX | MAF | OM | Repair Access Road | \$ 15,000 |
| 156 | CSA | Dallas | TX | DPX | LOC | Repair Shelter | \$ 25,000 |
| 157 | CSA | Salt Flat | TX | SFL | VOR | Maintain/Repair Fence | \$ 10,000 |
| 158 | CSA | Shreveport | LA | FOG | MALSR | Reroof | \$ 3,220 |
| 159 | CSA | Garden City | KS | GCK | RCAG | Install Metal Roof | \$ 3,000 |
| 160 | CSA | Silver City | NM | SVC | ARSR | Maintain/Repair Water Tank | \$ 800 |
| 161 | CSA | Dayton | OH | DAYA | RTR | Repair Antenna Control/Feed Lines | \$ 36,000 |
| 162 | CSA | Harlingen | TX | HRL | ASR | Maintain/Repair Access Roads | \$ 10,000 |
| 163 | CSA | Albuquerque | NM | ABQ | ASR | Door Awning | \$ 550 |
| 164 | CSA | Farmont | MN | FRM | VOR | Restore Vn | \$ 36,500 |
| 165 | CSA | Bethany | OK | PWA | VOR | Refurb. Facility | \$ 3,000 |
| 166 | CSA | Emporia | KS | EMP | RCAG | Maintain, Modify And Repair Guy Wire Anchors, | \$ 20,000 |
| 167 | CSA | Albuquerque | NM | ABQ | RTRD | Repair Roof | \$ 7,500 |
| 168 | CSA | Midland | TX | MAF | LOM | Install Previously Procured Shelter | \$ 45,000 |
| 169 | CSA | Imperial | NE | IMP | ASOS | Maintain&Repair Site | \$ 6,000 |
| 170 | CSA | Flippin | AR | FLP | VOR | Repair Roof / Siding /HVAC | \$ 35,000 |
| 171 | CSA | Little Irish | LA | AO2 | RCLR | Maintain & Repair Plot | \$ 2,000 |
| 172 | CSA | Huron | SD | HON | LOC | Repair Siding | \$ 1,500 |
| 173 | CSA | Bismarck | ND | BIS | VOR | Paint Exterior | \$ 2,500 |
| 174 | CSA | San Antonio | TX | ANT | LOC | Paint Bldg. And Fuel Tank | \$ 5,000 |
| 175 | CSA | Knox | IN | OXI | VOR | Repair Access Road | \$ 4,000 |
| 176 | CSA | Toledo | OH | TOL | LOC | Refurbish Site | \$ 90,229 |
| 177 | CSA | Minot | ND | MOT | VOR | Repair Doors/Reside Bldg | \$ 25,000 |
| 178 | CSA | Oswego | KS | OSW | VOR | Maintain, Repair Or Modify E/G Flexible Fuel Lines | \$ 3,000 |
| 179 | CSA | Houston | TX | HUB | ASR | Repair Access Gate | \$ 7,500 |
| 180 | CSA | Spencer | IA | SPW | MM | Maintain/Modify/Repair Shelter | \$ 6,150 |
| 181 | CSA | Hibbing | MN | HIB | MALSR | Repair Foundation On 1000' Bar | \$ 5,000 |
| 182 | CSA | Baton Rouge | LA | AJ2 | RCLR | Repair Roof | \$ 7,250 |
| 183 | CSA | Duluth | MN | DLH | LOC | Repair Platform | \$ 2,500 |
| 184 | CSA | Lake Charles | LA | LCH | RCLR | Ob Light Replacement | \$ 625 |
| 185 | CSA | Mcallen | TX | MFE | LOM | Maintain/Repair Facility (Paint, Fence) | \$ 3,000 |
| 186 | CSA | Fargo | ND | AQAMA | NASEB | Repair Door Refurbish Grounds | \$ 650 |
| 187 | CSA | Victoria | TX | VCT | VOR | Repair/Replace HVAC Units | \$ 2,000 |
| 188 | CSA | Jamestown | ND | JMSC | NASEB | Repair Fence | \$ 1,800 |
| 189 | CSA | Corpus Christi | TX | CRP | ASR | Maintain/Repair Facility Grounds | \$ 5,000 |
| 190 | CSA | Watertown | SD | ATY | DME | Repaint Tower | \$ 1,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|---|---------------|
| 191 | CSA | Austin | TX | CKW | VOR | Herbicide | \$ 20,000 |
| 192 | CSA | Albuquerque | NM | BZY | GS | Paint Building | \$ 1,000 |
| 193 | CSA | Oniel | NE | ONL | RCAG | Maintain, Modify And Repair Guy Wire Anchors, | \$ 20,000 |
| 194 | CSA | San Angelo | TX | SJT | MALSR | Rehab Facility / Flooring | \$ 3,000 |
| 195 | CSA | North Platte | NE | LBF | LOM | Add Rock To Road | \$ 2,000 |
| 196 | CSA | Otto | NM | OTO | VOR | Repair Roof/Siding & Grounding | \$ 57,000 |
| 197 | CSA | Amarillo | TX | AMAA | RCAG | Replace A/C System | \$ 3,000 |
| 198 | CSA | Mackville | KS | QUI | RCLR | Repair Tower | \$ 4,911 |
| 199 | CSA | Hammond | LA | HPF | LOC | Repair Access Road & Plot | \$ 1,200 |
| 200 | CSA | Stillwater | OK | SWO | VOR | Repair Roof | \$ 32,000 |
| 201 | CSA | Hasting | NE | HIS | RCAG | Regravel And Regrade Plot And Access Road | \$ 1,000 |
| 202 | CSA | Springfield | MO | SGF | VOR | Regravel And Regrade Plot And Access Road | \$ 3,000 |
| 203 | CSA | Mccook | NE | MCK | ARSR | Asphalt Road | \$ 30,000 |
| 204 | CSA | Grand Rapids | MI | GRR | GS | Maintain, Repair Or Modify Shelter | \$ 35,000 |
| 205 | CSA | Yankton | SD | YKN | VOR | Inst On Hand HVAC | \$ 500 |
| 206 | CSA | Marshall | TX | ASL | RCAG | Gravel And Spreading | \$ 5,000 |
| 207 | CSA | Texarkana | AR | TXK | OM | Repair Fence | \$ 10,000 |
| 208 | CSA | Rockville | NE | QJM | RCLR | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 209 | CSA | Grand Island | NE | GRI | MALSR | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 210 | CSA | Springfield | MO | SGF | RCAG | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 211 | CSA | Des Moines | IA | DSM | ALS | Maintain/Modify/Repair Gravel Access Road | \$ 5,000 |
| 212 | CSA | Longview | TX | GSG | GS | Purchase New Building | \$ 18,000 |
| 213 | CSA | Ft Leavenworth | KS | FLV | RCLR | Maintain/Modify/Repair Shelter | \$ 11,000 |
| 214 | CSA | Galveston | TX | GLS | VOR | Herbicide | \$ 20,000 |
| 215 | CSA | Sunset | LA | AH2 | RCLR | Sandblast And Repaint Subframes | \$ 2,800 |
| 216 | CSA | Eagle River | WI | EGV | ATCBI | Repair Roof | \$ 15,000 |
| 217 | CSA | Harlingen | TX | QCM | RCAG | Repair Security Fence And Gate | \$ 2,000 |
| 218 | CSA | Fargo | ND | AAM | PAPI | Refurbish Grounds | \$ 350 |
| 219 | CSA | Corpus Christy | TX | CRP | MALSR | Repair/Replace Electrical Power Box | \$ 2,000 |
| 220 | CSA | Dupree | SD | DPR | VOR | Repair Vot Cone | \$ 2,000 |
| 221 | CSA | Atchafalaya | LA | AIZ | RCLR | Sandblast And Repaint Subframes | \$ 4,200 |
| 222 | CSA | Oklahoma City | OK | RGR | OM | Maintain/Repair Fence & Bldg | \$ 12,000 |
| 223 | CSA | Joplin | MO | JOX | MALSR | Maintain, Repair Or Modify Gravel Road And Plot | \$ 10,000 |
| 224 | CSA | Des Moines | IA | DWW | GS | Gravel On Plot | \$ 5,000 |
| 225 | CSA | Chicago | IL | MED | GS | Repair Tower | \$ 3,000 |
| 226 | CSA | Harlingen | TX | HRL | ILS | Repair Facility | \$ 2,000 |
| 227 | CSA | Rapid City | SD | RAPA | RTR | Wash And Paint | \$ 5,000 |
| 228 | CSA | Corona | NM | CNX | VOR | Paint E/G Room Floor | \$ 500 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|--|---------------|
| 229 | CSA | Brownsville | TX | BRO | VOR | Repair Structures Foundation & Access Rd | \$ 12,000 |
| 230 | CSA | St Louis | MO | SJW | ALSF | Maintain Road W Gravel | \$ 2,800 |
| 231 | CSA | Goodland | KS | GLD | OM | Repair Fence | \$ 3,000 |
| 232 | CSA | Austin | MN | JC8 | RCLR | Replace Air Conditioner | \$ 3,000 |
| 233 | CSA | Richland | MO | OJK | RCAG | Maintain, Repair Or Modify HVAC Unit | \$ 5,000 |
| 234 | CSA | Dogwood | MO | DGD | VOR | Maintain, Repair Or Modify Incoming Power Supply | \$ 40,000 |
| 235 | CSA | Norman | OK | PHY | OM | Repair Fence | \$ 500 |
| 236 | CSA | Fairmont | MN | FRM | VOR | Inst On Hand HVAC | \$ 3,000 |
| 237 | CSA | Escanaba Mi. | MI | ESC | VOR | Maintain, Modify, Or Repair Antenna Shelter | \$ 3,000 |
| 238 | CSA | Albuquerque | NM | ABQ | ASR | Lighting/Motion Detectors | \$ 300 |
| 239 | CSA | Hardingen | TX | HRL | ASR | Repair Water Pipe | \$ 1,000 |
| 240 | CSA | Lake Charles | LA | LCH | VOR | Remove Trees From Clear Zone | \$ 15,000 |
| 241 | CSA | Maryville | KS | QBMA | RCAG | Maintain, Modify And Repair Guy Wire Anchors, | \$ 20,000 |
| 242 | CSA | Des Moines | IA | DSM | LOC | Repair Shelter | \$ 25,000 |
| 243 | CSA | Garden City | KS | GCK | ARSR | Install Previously Procured Equipment | \$ 5,000 |
| 244 | CSA | Rochester | MN | RST | RTR | Install Previously Purchased Material | \$ 50,000 |
| 245 | CSA | Lubbock | TX | LBB | VOR | Repair Fence And Gate | \$ 7,500 |
| 246 | CSA | Fl. Smith | AR | FSM | VOR | Repair Roof | \$ 30,000 |
| 247 | CSA | Baton Rouge | LA | AJ2 | RCLR | Repair Roof | \$ 7,250 |
| 248 | CSA | Rochester | MN | RST | VOR | Strip/Repaint Vor Cone | \$ 8,000 |
| 249 | CSA | Dallas/Ftw | TX | RRA | MALSR | Parking Lot And Road Refurb (Gravel) | \$ 1,000 |
| 250 | CSA | Fargo | ND | FAR | VOR | Install Air Exchanger | \$ 1,000 |
| 251 | CSA | Jamestown | ND | JMS | VOR | Refurbish Grounds | \$ 2,100 |
| 252 | CSA | Jackson | MI | JXN | MALSR | Repair 2 Towers | \$ 5,900 |
| 253 | CSA | Midland | TX | MAF | OM | Repair Access Road | \$ 20,000 |
| 254 | CSA | Indianapolis | IN | COA | OM | Maintain, Repair Or Modify Shelter | \$ 35,000 |
| 255 | CSA | Houston | TX | ODG | LOC | Repair Structure | \$ 7,000 |
| 256 | CSA | Winnier | ND | ISD | VOR | Refurbish Access Road | \$ 25,000 |
| 257 | CSA | Chicago Aurora | IL | ARR | MALSR | Replace /Repair Power/Control Cables | \$ 38,000 |
| 258 | CSA | Duluth | MN | DLH | LOC | Repair Platform | \$ 4,000 |
| 259 | CSA | Devils Lake | ND | DVLA | VOR | Replace Air Conditioner | \$ 1,500 |
| 260 | CSA | Olton | TX | QZA | ARSR | Install Hail Covers On HVAC Units | \$ 2,500 |
| 261 | CSA | Tomah | WI | QHS | BUEC | Replace Air Conditioner | \$ 3,000 |
| 262 | CSA | Hobbs | NM | HOB | VOR | Repair Roof Overlay | \$ 4,214 |
| 263 | CSA | Iota | LA | AG2 | RCLR | Ob Light Replacement | \$ 625 |
| 264 | CSA | Palacios | TX | PSX | VOR | Repair/Replace HVAC Units | \$ 2,000 |
| 265 | CSA | Bloomington | IL | BMI | MALSR | Maintain/Modify/Repair Gravel Access Road. | \$ 5,000 |
| 266 | CSA | Nerstrand | MN | JA8 | RCLR | Replace Air Conditioner | \$ 3,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|--|---------------|
| 267 | CSA | Minneapolis | MN | APL | LOM | Decommission | \$ 2,500 |
| 268 | CSA | Springfield | IL | CJF | MALSR | Maintain/Modify/Repair Gravel Access Road | \$ 5,000 |
| 269 | CSA | Muncie | IN | JNK | GS | Repair Shelter | \$ 28,396 |
| 270 | CSA | Lancaster | KS | K59 | RCLR | Maintain/Modify/Repair Shelter | \$ 12,000 |
| 271 | CSA | Phillips | SD | PHP | VOR | Install On Hand HVAC Unit/Replace Power Cable | \$ 9,500 |
| 272 | CSA | Decatur | IL | DEC | RTR | Maintain, Repair Or Modify Shelter/Roof | \$ 5,000 |
| 273 | CSA | Cotulla | TX | COTA | RCO | Replace Support Tower With New 20' Tower | \$ 10,000 |
| 274 | CSA | Valparaiso | IN | VPZ | MALSR | Repair Access Road | \$ 5,000 |
| 275 | CSA | Wink | TX | INK | VOR | Maintain/Repair Fence | \$ 10,000 |
| 276 | CSA | Chisholm | NM | CME | VOR | Repair Siding | \$ 2,000 |
| 277 | CSA | Bemidji | MN | BJI | VOR | Repair Plot Via Tree Removal | \$ 12,804 |
| 278 | CSA | Columbus | OH | CMH | LOC | Repair Building | \$ 77,400 |
| 279 | CSA | Omaha | NE | OHO | ARSR | Modify And Install Shelter | \$ 35,000 |
| 280 | CSA | New Orleans | LA | MSY | ASR | Repair Emergency Fuel Tank | \$ 3,000 |
| 281 | CSA | Longview | TX | GGG | RTR | Gravel And Spreading | \$ 3,000 |
| 282 | CSA | Williston | ND | ISN | VOR | Inst On Hand HVAC | \$ 500 |
| 283 | CSA | Flint | MI | FNT | RTR | Repair Equipment Room | \$ 30,000 |
| 284 | CSA | Yankton | SD | YKN | GS | Replace Cont Cable | \$ 6,500 |
| 285 | CSA | Minneapolis | MN | MSP | NASEB | Repair Roof Membrane On E/G Shelter | \$ 2,700 |
| 286 | CSA | Newman | TX | EWB | VOR | Maintain/Repair Fence | \$ 10,000 |
| 287 | CSA | Keeler | MI | ELX | S-BUEC | Jai Exception/Grading | \$ 3,000 |
| 288 | CSA | Aurora | IL | ARR | MALSR | Maintain, Modify, Repair Cable Supports List 1 | \$ 45,000 |
| 289 | CSA | San Angelo | TX | SJT | ASR | Repair HVAC | \$ 60,000 |
| 290 | CSA | Lubbock | TX | LBB | TACR | Repair Monitor Pole | \$ 2,500 |
| 291 | CSA | Baton Rouge | LA | BTR | VOR | Pest Control | \$ 1,040 |
| 292 | CSA | Silver City | NM | SVC | ARSR | Repair Maintenance Support Equipment | \$ 400 |
| 293 | CSA | Bismark | ND | BIS | LOC | Air Conditioning Replace | \$ 2,500 |
| 294 | CSA | Hardingen | TX | HRL | ASR | Maintain, Modify Or Repair Foundations | \$ 50,000 |
| 295 | CSA | Roskings | TX | RSG | ARSR | Maintain/Repair Facility Grounds | \$ 5,000 |
| 296 | CSA | Matton | IL | MTO | MALSR | Maintain/Modify/Repair Gravel Access Road | \$ 5,000 |
| 297 | CSA | Lacrosse | WI | LSE | MALSR | Maintain/Modify Or Repair Airboat | \$ 60,000 |
| 298 | CSA | Silver City | NM | SVC | VOR | Replace Expanded Metal Grid | \$ 3,133 |
| 299 | CSA | Des Moines | IA | DSM | GS | Repair Shelter | \$ 25,000 |
| 300 | CSA | South Bend | IN | SBNF | RTR | Maintain, Modify Repair Rtr | \$ 7,000 |
| 301 | CSA | Walnut Ridge | AR | ARG | VOR | Repair Roof / Siding /HVAC | \$ 36,000 |
| 302 | CSA | Houston | TX | IAH | SX | Clean And Filter Diesel Fuel | \$ 2,000 |
| 303 | CSA | San Antonio | TX | SATD | RTR | Paint Bldg | \$ 1,500 |
| 304 | CSA | Kearney | NE | EAR | REIL | Regravel And Regrade Plot And Access Road | \$ 1,000 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 305 | CSA | Russellville | AR | QXR | ARSR | Repair Security Gate / Refurb Eq. Room | \$ 20,000 |
| 306 | CSA | Sierra Blanca | NM | SRR | RCO | Repair Shelter | \$ 5,786 |
| 307 | CSA | Harlingen | TX | HRL | VOR | Herbicide | \$ 20,000 |
| 308 | CSA | Morales | TX | QNA | ARSR | Maintain/Repair Facility Grounds | \$ 10,000 |
| 309 | CSA | North Platte | NE | LBF | MALSR | Add Rock To Road | \$ 11,800 |
| 310 | CSA | Houston | TX | LKM | GS | Repair Structure | \$ 8,000 |
| 311 | CSA | Dickinson | ND | DIK | VOR | Siding Replacement & Refurbish | \$ 7,250 |
| 312 | CSA | Freeport | IL | FEP | RCAG | Maintain/Modify/Repair Gravel Access Road. | \$ 5,000 |
| 313 | CSA | Kansas City | MO | MCI | VOR | Maintain, Modify Or Repair Vor Radome Paint/Seal | \$ 2,100 |
| 314 | CSA | El Paso | TX | ELPA | RCAG | Upgrade Grounding/Cabling | \$ 5,000 |
| 315 | CSA | Pierre | SD | PIR | VOR | Repaint Vor Cone | \$ 2,000 |
| 316 | CSA | Lake Charles | LA | LCH | ASR | Replace Lights | \$ 2,500 |
| 317 | CSA | Harlingen | TX | HRL | VOR | Pressure Wash Facility | \$ 2,000 |
| 318 | CSA | Reynolds | IL | MZV | VOR | Maintain/Modify/Repair Facility Plot | \$ 10,000 |
| 319 | CSA | Texarkana | AR | TXK | VOR | Paint Facility | \$ 5,000 |
| 320 | CSA | Chicago | IL | RXZ | GS | Repaint Tower | \$ 3,000 |
| 321 | CSA | Edgerly | LA | AE2 | RCLR | Ob Light Replacement | \$ 625 |
| 322 | CSA | Springfield | MO | SGF | LOC | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 323 | CSA | San Antonio | TX | ANT | ALS | Maintain/Repair HVAC And Tiles | \$ 5,000 |
| 324 | CSA | Green Bay | WI | GRB | ASR | Repair Control Cable | \$ 20,000 |
| 325 | CSA | Shreveport | LA | FOG | LOC | Install New Building | \$ 5,000 |
| 326 | CSA | Cataract | IN | GB8 | RCLR | Maintain, Repair Or Modify Shelter | \$ 25,000 |
| 327 | CSA | Gleburne | TX | GPT | LOC | Repair Shelter | \$ 23,000 |
| 328 | CSA | Topeka | KS | FOE | OM | Install Fencing | \$ 2,500 |
| 329 | CSA | Kearney | NE | EAR | MALSR | Regravel And Regrade Plot And Access Road | \$ 1,000 |
| 330 | CSA | Shreveport | LA | DTN | LOC | Install New Building | \$ 5,000 |
| 331 | CSA | Ironwood | MI | IWD | GS | Maintain, Modify Or Repair Gravel Access Road | \$ 7,000 |
| 332 | CSA | Silver City | NM | SVC | VOR | Replace Expanded Metal Grid | \$ 44,000 |
| 333 | CSA | Lansing | MI | LANC | REIL | Replace Reil, Additional Funds Addendum #2 | \$ 13,000 |
| 334 | CSA | Minot | ND | MOT | RCO | Repair Interior Electrical Panels | \$ 7,000 |
| 335 | CSA | Fargo | ND | AAMB | NASEB | Repair Shelter | \$ 1,300 |
| 336 | CSA | Kirkville | MO | IRK | ARSR | Repair Coolant Lines | \$ 11,000 |
| 337 | CSA | San Antonio | TX | SATB | RTR | Paint Bldg. And Antenna Towers | \$ 6,000 |
| 338 | CSA | Fargo | ND | FAR | VOR | Maintain Access Road | \$ 2,000 |
| 339 | CSA | Spencer | IA | SPW | GS | Maintain/Modify/Repair Shelter | \$ 3,650 |
| 340 | CSA | Springfield | MO | SGF | REIL | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 341 | CSA | Waterloo | IA | ALO | MALSR | Maintain/Modify/Repair Gravel Access Road. | \$ 5,000 |
| 342 | CSA | Chicago | IL | FJU | GS | Repaint Tower | \$ 3,000 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 343 | CSA | Louisville | LA | AK2 | RCLR | Sandblast And Repaint Subframes | \$ 3,510 |
| 344 | CSA | Spencer | IA | SPW | LOC | Maintain/Modify/Repair Shelter | \$ 6,150 |
| 345 | CSA | Albuquerque | NM | ABQ | ASR | Repair Gate | \$ 500 |
| 346 | CSA | Lacrosse | WI | LSE | VOR | Strip/Repaint Vor Cone | \$ 8,000 |
| 347 | CSA | Grand Forks | ND | GFK | LOC | Repair Coaxial Cables 500' + | \$ 5,000 |
| 348 | CSA | Des Moines | IA | DSM | LOC | Repair Shelter Rwy 31 | \$ 25,000 |
| 349 | CSA | Worthington | SD | OTG | VOR | Inst On Hand HVAC | \$ 500 |
| 350 | CSA | Aurora | IL | ZAU | RCLT | Maintain, Modify And Repair Rclt | \$ 25,000 |
| 351 | CSA | Mitchell | SD | LPA | LOC | Replace Cont Cable | \$ 4,500 |
| 352 | CSA | So Timberler | LA | TZL | RCAG | Need To Procure Explosion Proof HVAC Units For The Offshore Site | \$ 4,000 |
| 353 | CSA | Chicago | IL | RVG | GS | Repaint Tower | \$ 3,000 |
| 354 | CSA | Albuquerque | NM | ABQ | ASR | Repair Building | \$ 8,000 |
| 355 | CSA | Springfield | MO | SGF | LOM | Regravel And Regrade Plot And Access Road | \$ 2,000 |
| 356 | CSA | Valparaiso | IN | VPZ | OM | Repair Access Road | \$ 3,000 |
| 357 | CSA | Minneapolis | MN | PJL | OM | Decommission | \$ 8,000 |
| 358 | CSA | Wichita | KS | ICT | VOR | Repair Or Modify HVAC | \$ 5,000 |
| 359 | CSA | Rapid City | SD | RAP | VOR | Repair Vor Cone | \$ 2,000 |
| 360 | CSA | Steele Center | MN | JB8 | RCLR | Replace Air Conditioner | \$ 3,000 |
| 361 | CSA | Eden Prairie | MN | FCM | SX | Repair E/G Door | \$ 750 |
| 362 | CSA | Houston | TX | EFD | ARSR | Various Improve. | \$ 20,000 |
| 363 | CSA | Houston | TX | UYO | MM | Decommission | \$ 10,000 |
| 364 | CSA | San Antonio | TX | SAT | VOR | Herbicide | \$ 20,000 |
| 365 | CSA | Brainerd | MN | BRD | VOR | Repair The Perimeter Fence | \$ 1,950 |
| 366 | CSA | Albuquerque | NM | ABQE | RTR | Upgrade Grounding/Cabling | \$ 10,000 |
| 367 | CSA | Kansas City | MO | MCIA | RTR | Maintain, Modify Or Repair Access Road Culvert | \$ 3,000 |
| 368 | CSA | Cedar Rapids | IA | CID | GS | Maintain/Modify/Repair Gravel Access Road. | \$ 5,000 |
| 369 | CSA | Cimarron | NM | CIM | VOR | Road Repair | \$ 4,400 |
| 370 | CSA | Goodland | KS | GLD | VOR | Repair Access Road/Plot | \$ 15,000 |
| 371 | CSA | Tulsa | OK | TUL | ASR | Repair HVAC | \$ 80,000 |
| 372 | CSA | Albuquerque | NM | AEQ | LOC | Paint Building | \$ 1,000 |
| 373 | CSA | Harlingen | TX | HRL | VOR | Maintain/Repair HVAC Units | \$ 4,500 |
| 374 | CSA | Tyler | TX | TYR | OM | Road Work And Underground Power | \$ 10,000 |
| 375 | CSA | Crown Point | IN | AR8 | RCLR | Repair Access Road | \$ 3,000 |
| 376 | CSA | Sandusky | OH | SKY | VOR | Restore Vor To Service, Emergency Project | \$ 24,675 |
| 377 | CSA | Aberdeen | SD | ABR | DME | Repaint Tower | \$ 1,000 |
| 378 | CSA | Woodworth | ND | ODZ | RCAG | Air Conditioning Replace | \$ 3,000 |
| 379 | CSA | Grand Island | NE | GRIR | NRCS | Cable | \$ 4,000 |
| 380 | CSA | Plainview | TX | PVW | VOR | Repair Fence And Gate | \$ 7,500 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|-------------|-------|-------------|---------------|---------------------|---------------|
| 381 | CSA | Houston | TX | AD2 | RCLR | Repair Access Gate | \$ 7,500 |
| 382 | CSA | Midland | TX | MAF | LOC | Repair Shelter. | \$ 8,000 |
| 383 | CSA | Kansas City | MO | MCI | RTR | Replace A/C Unit | \$ 4,000 |
| Total | | | | | | | \$ 4,366,703 |

Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 1 | WSA | Los Angeles | CA | LAXS | ASDE | Repair Fence | \$ 9,000 |
| 2 | WSA | Los Angeles | CA | LAXS | ASR | Repair Fence | \$ 9,000 |
| 3 | WSA | San Francisco | CA | SFO | RTR | Repair Electrical Cable To Electronic Equipment | \$ 10,000 |
| 4 | WSA | Honolulu | HI | HNL | ASR | Corrod And Repair The Airduct System By Restoring The Corrosion | \$ 37,300 |
| 5 | WSA | Seattle | WA | SEA | LOC | Repair Roof | \$ 11,000 |
| 6 | WSA | Los Angeles | CA | LAXC | RTR | Paint Building, Replace Facia Boards, | \$ 10,000 |
| 7 | WSA | Seattle | WA | SEA | VOR | Repair Drainage Around Facility | \$ 8,000 |
| 8 | WSA | Honolulu | HI | HNL | GS | Repair By Restoring The Functional Capacities And Capabilities On | \$ 6,400 |
| 9 | WSA | Los Angeles | CA | LAX | LOC | Reburish Localizer At Lax Oep Airport. Purchase Cable, Gaskets, Misc. | \$ 40,000 |
| 10 | WSA | Honolulu | HI | HNL | GS | Repair And Refurbish The Deteriorated And Leaky Roof, Soffit, Flashing | \$ 12,100 |
| 11 | WSA | Los Angeles | CA | LAXN | ASR | Repair Fence | \$ 9,000 |
| 12 | WSA | Los Angeles | CA | LAXE | RTR | Repair/Replace Electrical Service Panels | \$ 8,000 |
| 13 | WSA | San Francisco | CA | SFO | LOOP (LAN) | Repair The Electrical Power Cable Feeding Electronic Equipment | \$ 28,500 |
| 14 | WSA | Portland | OR | PDX | RTR | Repair Roofing | \$ 10,000 |
| 15 | WSA | Los Angeles | CA | LAX | ALS | Repair Fence | \$ 3,000 |
| 16 | WSA | Los Angeles | CA | LAXN | ASR | Repair Grounding | \$ 10,000 |
| 17 | WSA | Los Angeles | CA | LAXN | ASR | Repair/Replace Electrical Service Panels | \$ 8,000 |
| 18 | WSA | Seattle | WA | SEA | GS | Repair Roof | \$ 11,000 |
| 19 | WSA | San Francisco | CA | SFO | LOOP (RVR) | Repair Support Of Electrical Power Cable Feeding Electronic Equipment | \$ 13,500 |
| 20 | WSA | Los Angeles | CA | LAXN | ASDE | Repair Fence | \$ 9,000 |
| 21 | WSA | Biorka Is | AK | BKA | VOR | Repair VOR Bldg & Provide Drainage To Alleviate Flooding | \$ 34,000 |
| 22 | WSA | Mtn Home | ID | MUR | VOR | Repair Roof | \$ 13,862 |
| 23 | WSA | Yuma | AZ | YUM | MALSR | Repair A/C Unit | \$ 500 |
| 24 | WSA | San Diego | CA | PGY | VOR | Purchase Materials To Repair Road And Erosion. | \$ 6,000 |
| 25 | WSA | Fort Range | CO | FTG | OM | Replace Fence Post | \$ 4,000 |
| 26 | WSA | Mohler | WA | QTU | RCAG | Refurb Rcag. | \$ 17,000 |
| 27 | WSA | Red Bluff | CA | RBL | VOR | Paint Facility, Trim And Exterior Doors | \$ 1,200 |
| 28 | WSA | Paso Robles | CA | PRB | ARSR | Paint Facility | \$ 20,000 |
| 29 | WSA | Ukiah | CA | UKI | RCO | Repair Roof | \$ 7,500 |
| 30 | WSA | Friant | CA | FRA | VOR | Road Repair And Gravel For Service Roads | \$ 4,000 |
| 31 | WSA | Santa Ana | CA | SNA | MALSR | Repair Roof And Paint Frame | \$ 2,000 |
| 32 | WSA | Palm Spring | CA | PSP | VOR | Repair Roof And Paint Antenna Shelter. | \$ 7,346 |
| 33 | WSA | Jackson | WY | JAC | MALSR | Repair Malstr Junction Box | \$ 10,000 |
| 34 | WSA | Lucin | UT | LCU | VOR | Repair Roof | \$ 10,000 |
| 35 | WSA | San Diego | CA | MYF | RTR | Repair By Painting Interior Of Building | \$ 3,000 |
| 36 | WSA | Squaw Valley | CA | SWR | VOR | Extensive Repair Of The Mountain Top Site. Repair Monitor Antenna Cables | \$ 36,500 |
| 37 | WSA | Anchorage | AK | ANC | ASR-8 | Repair The Portable Power Generator Hookup | \$ 4,000 |
| 38 | WSA | El Toro | CA | ELB | SX | Repair Building S Counterpoise | \$ 1,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| | | | | | | | |
|----|-----|---------------|----|------|----------|---|-----------|
| 39 | WSA | Fillmore | CA | FIM | VOR | Repair Teepee And Vent Hoods On Building | \$ 12,000 |
| 40 | WSA | Rome | OR | REO | VOR | Repair Roof | \$ 7,594 |
| 41 | WSA | Denver | CO | ERP | GS | Repair Roof | \$ 15,500 |
| 42 | WSA | Pueblo | CO | PUB | REIL | Repair Reil | \$ 10,000 |
| 43 | WSA | Colorado | CO | COS | RTR | Repair The Building Siding On The Rtr And Engine Generator Building | \$ 10,000 |
| 44 | WSA | Mullen Pass | ID | MLP | VOR | Repair Access Roads, Grade & Gravel Roads | \$ 14,100 |
| 45 | WSA | Bliss | ID | QUP | RCLR | Regravel Facility Grounds | \$ 3,000 |
| 46 | WSA | Spartevohn | AK | SNV | SACOM | Repair Wind Damage | \$ 80,000 |
| 47 | WSA | Red Bluff | CO | DBL | VOR | Repair Antenna Tower's | \$ 42,500 |
| 48 | WSA | San Francisco | CA | RBL | VASI | Repair Gravel Road And Site Foot Print | \$ 2,000 |
| 49 | WSA | San Francisco | CA | SIA | LOC | Repair & Paint Facility Exterior, Repair Floor, Rwy 19L | \$ 20,000 |
| 50 | WSA | Lovell | WY | OSI | ARSR | Repair Windows | \$ 27,000 |
| 51 | WSA | Oxnard | CA | OXR | GS | Paint & Seal Bldg | \$ 5,000 |
| 52 | WSA | San Diego | CA | MYF | RTR | Repair Outside Security Lighting At The Mwf Rtr. | \$ 500 |
| 53 | WSA | Fresno | CA | FCH | PAPI | Road Repair And Gravel For Service Roads | \$ 2,500 |
| 54 | WSA | Bonanza Lake | ID | QVE | RCLR | Regravel Facility Grounds | \$ 2,000 |
| 55 | WSA | Oxnard | CA | OXR | LOC | Paint & Seal Bldg | \$ 5,000 |
| 56 | WSA | Lund | UT | QL6 | RCLR | Regravel Facility Grounds | \$ 2,000 |
| 57 | WSA | Lewistown | MT | LWT | NDB | Repair Roof | \$ 3,500 |
| 58 | WSA | Milford | UT | MLF | RCLR | Regravel Facility Grounds | \$ 2,000 |
| 59 | WSA | Neah Bay | WA | TOU | VOR | Repair Wind Fence | \$ 25,000 |
| 60 | WSA | Mt. Laguna | CA | QRW | BLDG | Repair Damaged Security Fence | \$ 20,000 |
| 61 | WSA | Sheridan | WY | SHR | LOC | Paint Shelter, Repair Siding | \$ 2,000 |
| 62 | WSA | Visalia | CA | VIS | LOM/ NDB | Antenna And Pole Repair Because Of Dry Rot | \$ 8,000 |
| 63 | WSA | Honolulu | HI | ZHN | CPDS | Restore Zhn Cods Standby Power Engine Generator Exhaust Discharging | \$ 32,800 |
| 64 | WSA | San Francisco | CA | SFO | RTR | Repair Of Antenna Tower | \$ 10,500 |
| 65 | WSA | Gulkana | AK | GKN | VOR | Repair Electrical Services Panel | \$ 15,000 |
| 66 | WSA | Barter Island | AK | BTI | VASI | Foundation Repair | \$ 8,000 |
| 67 | WSA | San Diego | CA | OCN | VOR | Repair Esd Flooring | \$ 2,000 |
| 68 | WSA | Oxnard | CA | OXR | RTR | Repair Antenna Cables & Junction Boxes | \$ 26,000 |
| 69 | WSA | San Diego | CA | PGY | VOR | Repair Stairs Leading To Antenna Counterpoise | \$ 6,000 |
| 70 | WSA | Gaviota | CA | GVO | VOR | Relocate Rcap And Rtr Antennas | \$ 35,000 |
| 71 | WSA | Hayward | CA | HWD | REIL | Repair Electronic Signal Cable | \$ 5,000 |
| 72 | WSA | Red Bluff | CA | RBLB | BLDG | Repair Gravel Road | \$ 2,500 |
| 73 | WSA | Lewistown | MT | LWT | VOR | Repair Roof | \$ 10,000 |
| 74 | WSA | Burlington | WA | QLN | RTR | Repair Breached Security Fence | \$ 8,000 |
| 75 | WSA | San Diego | CA | OCN | VOR | Repair Outside Security Lighting At The Ocn VOR | \$ 500 |
| 76 | WSA | Fresno | CA | FAT | RTR | Paint Rtr And Antenna's | \$ 4,000 |
| 77 | WSA | San Luis | CA | SBP | MALSR | Repair Electrical System Feeding Electronic Equipment | \$ 40,000 |
| 78 | WSA | Cold Bay | AK | CDB | WEF | Repair Tilt Down Device | \$ 2,000 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| | | | | | | | | |
|-----|-----|-----------------|----|------|-------|---|----|---------|
| 79 | WSA | Anchorage | AK | ANC | LOC | Repair The Portable Power Generator Hookup | \$ | 4,000 |
| 80 | WSA | Santa Barbara | CA | SBA4 | SX | Remove And Install New E/G Is On Site Already | \$ | 15,000 |
| 81 | WSA | Mohler | WA | QTU | Bldg | Repair Bldg Refurb | \$ | 15,000 |
| 82 | WSA | San Diego | CA | MYF | GS | Repair All Cables | \$ | 1,500 |
| 83 | WSA | Bozeman | MT | BZN | OM | Paint Om Shelter | \$ | 2,500 |
| 84 | WSA | Golovin | AK | GLV | PAPI | Grade And Level The Gravel Papi Pad, Add Additional Gravel | \$ | 13,000 |
| 85 | WSA | Sheridan | WY | SHR | GS | Paint Shelter, Repair Siding | \$ | 2,000 |
| 86 | WSA | Sawcoonga | AK | SVA | AWQS | Improve Gravel Pad For Avars | \$ | 20,000 |
| 87 | WSA | Frank | CA | FRA | VOR | Entrance Doors Are In Need Of Frame And Door Repairs | \$ | 6,000 |
| 88 | WSA | Sparrevohn | AK | SWV | SACOM | Radome Maintenance | \$ | 11,500 |
| 89 | WSA | Rome | OR | REO | RCAG | Repair Roof | \$ | 10,900 |
| 90 | WSA | Oxnard | CA | OXR | RTR | Paint & Seal Bldg | \$ | 6,000 |
| 91 | WSA | Santaquin | UT | QF9 | RCLR | Regravel Facility Grounds | \$ | 3,000 |
| 92 | WSA | Ambler | AK | AMF | VOR | Repair Decking And Railing | \$ | 13,000 |
| 93 | WSA | Spokane | WA | GEQ | RCAG | Repair Culverts | \$ | 4,500 |
| 94 | WSA | Olympia | WA | OLM | OM | Repair Grounds, Fencing And Grading | \$ | 9,000 |
| 95 | WSA | Concord | CA | CCR | MALSF | Repair Malsf Station | \$ | 15,000 |
| 96 | WSA | Great Falls | MT | GTF | RCAG | Repair Roof | \$ | 10,000 |
| 97 | WSA | Dunior | WY | DNW | VOR | Repair Stair Treads | \$ | 20,000 |
| 98 | WSA | San Diego | CA | MYF | LOC | Repair All Cables, Antennas, And Distribution Unit | \$ | 35,000 |
| 99 | WSA | Falcon | CO | FQF | VOR | Paint Building | \$ | 15,000 |
| 100 | WSA | Fairfield | UT | FFU | VOR | Repair Fence | \$ | 15,000 |
| 101 | WSA | Dodson Butte | OR | QSG | RCO | Repair Building Electrical Service | \$ | 15,000 |
| 102 | WSA | Hilo, Island Of | HI | QHC | RCAG | Repair And Refurbish Roof, Provide Waterproofing On Building Masonry | \$ | 32,700 |
| 103 | WSA | Platteville | CO | GXY | ASR | Install Ice Shield | \$ | 3,000 |
| 104 | WSA | Redding | CA | RDD | MALSR | Repair The Rcs For The Malsr | \$ | 20,400 |
| 105 | WSA | Kahului, Island | HI | QHK | RTR | Repair Roof, Provide Waterproofing On Building Masonry Walls, Install | \$ | 137,000 |
| 106 | WSA | Cut Bank | MT | CTB | VOR | Repair Roof | \$ | 10,000 |
| 107 | WSA | Homeland | CA | HDF | VOR | Repair Security Fence | \$ | 2,000 |
| 108 | WSA | Muddy Mtn | WY | DDY | VOR | Repair Fence | \$ | 6,000 |
| 109 | WSA | Marlin | WA | QTV | RCAG | Refurb Rcaq | \$ | 18,000 |
| 110 | WSA | Filmore | UT | QF8 | RCLR | Regravel Facility Grounds | \$ | 2,000 |
| 111 | WSA | Visalia | CA | VIS | VOR | Roof Maintenance, Recoat Flat Roof, Paint Trim | \$ | 3,500 |
| 112 | WSA | Gorman | CA | GMN | VOR | Repair The Facility Lightning Protection And Grounding At The Gorman | \$ | 8,000 |
| 113 | WSA | Placerville | CA | HNW | VOR | Grade And Make Site Repairs To Correct Drainage Problems | \$ | 25,000 |
| 114 | WSA | Monterey | CA | MRY | OM | Repair Guy Wires On Antenna | \$ | 10,000 |
| 115 | WSA | Reno | CA | RNO | RCAG | Repair Structures Install Antenna Dome Ventilation Systems On Both | \$ | 5,000 |
| 116 | WSA | Salinas | CA | SNS | LOC | Reseal Building Exterior, Repair Metal Skirting & Paint | \$ | 10,000 |
| 117 | WSA | Salinas | CA | SNS | OM | Repair & Maintenance Work To Access Road | \$ | 20,000 |
| 118 | WSA | Visalia | CA | VIS | LOM | Repair The Radiats At The Visalia Lom | \$ | 11,000 |

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| | | | | | | | | |
|-----|-----|----------------|----|------|------|--|----|--------|
| 119 | WSA | Burbank | CA | BUR | RTR | Patch And Seal Coat Asphalt Pavement (Approx 60K Sqft) | \$ | 25,000 |
| 120 | WSA | Los Angeles | CA | LAXA | RTR | Paint Building | \$ | 8,000 |
| 121 | WSA | Los Angeles | CA | OSS | GS | Repair Power Cable Feeding Guide Slope | \$ | 10,000 |
| 122 | WSA | Los Angeles | CA | UWU | LOC | Paint Building | \$ | 5,000 |
| 123 | WSA | Stanton | CA | LGB | ASR9 | Wood Decking Between Admin Trailer And Conference Trailer Requires | \$ | 2,500 |
| 124 | WSA | Los Angeles | CA | OSS | LOC | Paint Building | \$ | 5,000 |
| 125 | WSA | Torrance | CA | TOA | LOC | Paint And Repair Bldg | \$ | 5,000 |
| 126 | WSA | Torrance | CA | TOA | GS | Paint And Repair Bldg | \$ | 5,000 |
| 127 | WSA | La Verne | CA | POC | GS | Repair Guide Slope Cables That Are Deteriorating. | \$ | 2,000 |
| 128 | WSA | Minchumina | AK | MHM | NDB | Repair Antenna | \$ | 7,000 |
| 129 | WSA | Fullerton | CA | FUL | SX | Propane Fuel Tank, Paint Old & Faded, Clean, Sand & Paint | \$ | 1,000 |
| 130 | WSA | Missoula | CO | MSO | ASR | Install Ice Shield | \$ | 3,000 |
| 131 | WSA | San Diego | CA | JLI | VOR | Repair Esd Flooring | \$ | 2,000 |
| 132 | WSA | Miller Mtn | MT | QJX | RCL | Repair Roof | \$ | 9,000 |
| 133 | WSA | Santa Monica | CA | SMO | RTR | Repair/Replace Electrical Service Panels | \$ | 8,000 |
| 134 | WSA | Hawthorne | CA | HHR | RTR | Repair/Replace Electrical Service Panels | \$ | 8,000 |
| 135 | WSA | Torrance | CA | TOA | LOC | Repair/Replace Electrical Service Panels | \$ | 8,000 |
| 136 | WSA | Burbank | CA | BUR | RTR | Repair Irrigation Line To Rear Of Facility | \$ | 15,000 |
| 137 | WSA | Gillette | WY | GCC | VOR | Paint Shelter | \$ | 2,000 |
| 138 | WSA | Newcastle | WY | ECS | VOR | Paint Shelter, Repair Fence | \$ | 6,000 |
| 139 | WSA | Mendocino | CA | ENI | VOR | Repair Structure | \$ | 45,000 |
| 140 | WSA | Oak Harbor | WA | NUW | Bldg | Repair Structure | \$ | 15,000 |
| 141 | WSA | Casper | WY | OPR | ASR | Repair The HVAC Ducting | \$ | 2,500 |
| 142 | WSA | Fresno | CA | FCH | REIL | Road Repair And Gravel For Service Roads | \$ | 14,000 |
| 143 | WSA | Biorka Is | AK | BKA | BLDG | Repair Foundation Area Next To Shop Bldg Under Lean-To | \$ | 20,000 |
| 144 | WSA | Ornard | CA | OXR | RTR | Repair And Refurbish Building | \$ | 5,000 |
| 145 | WSA | Williams | CA | ILA | VOR | Repair Broken Fence Boards, Posts And Paint Existing Fence | \$ | 4,000 |
| 146 | WSA | Bethel | AK | BETD | BLDG | Paint Corners | \$ | 10,000 |
| 147 | WSA | Harness Mtn | OR | QLH | RCLR | Repair Rci Bldg (Structure) And Ice Shields | \$ | 15,000 |
| 148 | WSA | Atlantic City | WY | QTL | RCLR | Repair Roof | \$ | 1,500 |
| 149 | WSA | Liberty School | CA | QUH | RCLR | Repair Damaged Barbed Wire Fence | \$ | 5,000 |
| 150 | WSA | Kotzebue | AK | OTZ | BLDG | Paint Shop | \$ | 2,500 |
| 151 | WSA | Fresno | CA | FATA | RCAG | Roof Maintenance, Recoat Flat Roof. | \$ | 2,000 |
| 152 | WSA | Medicine Bow | WY | MBW | VOR | Repair Soffit | \$ | 5,000 |
| 153 | WSA | Idaho Falls | ID | IDA | VOR | Repair & Ground Fence, Clean, Paint & Refurbish Building | \$ | 12,554 |
| 154 | WSA | Myton | UT | MTU | VOR | Repair Roof | \$ | 9,000 |
| 155 | WSA | Grants Pass | OR | GGP | VASI | Repair Damaged Field (Power) Cable | \$ | 5,000 |
| 156 | WSA | Fullerton | CA | FUL | RTR | Clean, Sand & Paint Antenna Towers | \$ | 75,000 |
| 157 | WSA | Sparrevohn | AK | SQA | VOR | Repair Teepee And Counterpoise | \$ | 5,000 |
| 158 | WSA | Pocatello | ID | PIH | VOR | Repair & Ground Fence, Clean, Paint & Refurbish Building | \$ | 5,000 |

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| | | | | | | | |
|-----|-----|---------------|----|------|---------|---|------------|
| 159 | WSA | Talkeetna | AK | TKA | VOR | Repair Fencing And Cut Brush Around The VOR | \$ 145,044 |
| 160 | WSA | Bard | CA | BZA | VOR | Repair Monitor Pole Support | \$ 2,000 |
| 161 | WSA | Fresno | CA | CZQ | VOR | Facility Fence Repair, Cattle Guard | \$ 2,500 |
| 162 | WSA | Santa Monica | CA | SMO | VOR | Paint Building, Repair The Fascia Boards | \$ 10,000 |
| 163 | WSA | Glasgow | MT | GGW | RCAG | Repair Roof | \$ 6,500 |
| 164 | WSA | Oakland | CA | INB | MM | Repair Roof | \$ 2,000 |
| 165 | WSA | Johnstone Pt | AK | JOH | PX | Repair Ventilation System (Unmanned Critical Facility) | \$ 10,000 |
| 166 | WSA | Ontario | CA | ONT | GS | Repair Glide Slope Cables That Are Deteriorating | \$ 2,000 |
| 167 | WSA | Mountain Home | ID | LIR | VOR | Repair Roof | \$ 13,862 |
| 168 | WSA | Klamath Falls | OR | LMT | NASEB | Repair Electrical Service For Calibration Van At Work Center | \$ 3,000 |
| 169 | WSA | Klamath Falls | OR | MFR | ASR | Repair Electrical Service For Calibration Van At Asr | \$ 3,000 |
| 170 | WSA | Portland | OR | PDX | SX Bldg | Decommission Site And Return To Original | \$ 6,500 |
| 171 | WSA | Portland | OR | PDX | FFM | Move Monitor To The 28L Localizer Building | \$ 6,500 |
| 172 | WSA | Portland | OR | PDXA | RTR | Repair Roof | \$ 10,000 |
| 173 | WSA | Portland | OR | PDX | ASR | Repair Roof | \$ 10,000 |
| 174 | WSA | Portland | OR | IAP | LOC | Repair Roof | \$ 10,000 |
| 175 | WSA | Portland | OR | VDG | MALS | Repair Roof | \$ 10,000 |
| 176 | WSA | Portland | OR | PDX | ALS | Replace HVAC With A Marvaire Unit | \$ 5,000 |
| 177 | WSA | Portland | OR | PDX | ASR | Clean And Repaint Building | \$ 3,000 |
| 178 | WSA | Portland | OR | TTD | WFF | Gravel Access Road | \$ 1,000 |
| 179 | WSA | Portland | OR | TTD | REIL | Gravel Access Road | \$ 1,000 |
| 180 | WSA | Portland | OR | TTDA | REIL | Gravel Access Road | \$ 1,000 |
| 181 | WSA | Portland | OR | TTD | VASI | Gravel Access Road | \$ 1,000 |
| 182 | WSA | Kimberly | OR | IMB | VOR | Repair Roof | \$ 12,000 |
| 183 | WSA | Portland | OR | PDX | GS | Gravel Access Road | \$ 1,000 |
| 184 | WSA | Corvallis | OR | CVO | VOR | Repair Roofing | \$ 10,000 |
| 185 | WSA | Eugene | OR | EUG | VOR | Repair Roofing | \$ 10,000 |
| 186 | WSA | Lakeview | OR | LKV | VOR | Repair Roofing | \$ 20,000 |
| 187 | WSA | Klamath Falls | OR | LMT | VOR | Repair Roofing With Membrane Style Roof | \$ 15,000 |
| 188 | WSA | Redmond | OR | RDM | RCAG | Repair Roofing | \$ 10,000 |
| 189 | WSA | Stampsede | WA | SMP | RCLR | Repair Roofing, Shauling Around Edges | \$ 20,000 |
| 190 | WSA | Yakima | WA | YKM | RTR | Repair Roofing With Membrane Style Roof | \$ 20,000 |
| 191 | WSA | Tucson | AZ | DMA | RADAR | Mit Reflector Pole Is Damaged At The Top Where Reflector Mount Is | \$ 10,000 |
| 192 | WSA | Tucson | AZ | TUS | GS | Repair Door And Hardware | \$ 2,000 |
| 193 | WSA | Tucson | AZ | DMAA | RTR | 28 Antennas Paint Coatings Ablated Off Feed Lines Damaged By Sun | \$ 21,000 |
| 194 | WSA | Tucson | AZ | SSO | VOR | Repair Door And Hardware | \$ 2,000 |
| 195 | WSA | Tucson | AZ | TUS | RCAG | Repair Tower Structure And Check Guide Cables | \$ 5,000 |
| 196 | WSA | Winslow | AZ | INW | VOR | Repair On-Site Cabling VOR Cables | \$ 2,000 |
| 197 | WSA | Tucson | AZ | SSO | VOR | Seal Building From Rodent Ingress And Sanitize Building And Repair | \$ 15,000 |
| 198 | WSA | Tucson | AZ | OLS | RCO | Repair And Replace Antenna Junction Box, Improve Grounding, Bonding | \$ 2,500 |

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|-----|-----|---------------|----|------|-----------|--|----|--------|
| 199 | WSA | Winslow | AZ | INW | RCAG | Repair Power Cable | \$ | 2,000 |
| 200 | WSA | Tucson | AZ | RYN | GS | Repair 600 Feet Of Cable In Conduit | \$ | 5,000 |
| 201 | WSA | Tucson | AZ | DUG | RCO | Repair Wooden Antenna Platform | \$ | 5,000 |
| 202 | WSA | Tucson | AZ | TUS | TACR | Monitor Antenna Tilt Down Hazardous To Operate (Cost Estimate) | \$ | 12,000 |
| 203 | WSA | Tucson | AZ | TUS | GS | Repair Building. Is Refurb. Building Is Delapidated And Needs Repair. Roof | \$ | 10,000 |
| 204 | WSA | Prescott | AZ | PRC | RCAG | Replace On-Site Cabling Antenna Cables | \$ | 50,000 |
| 205 | WSA | Phoenix | AZ | PHXB | RTR | Phxb Rtr Repairs | \$ | 25,000 |
| 206 | WSA | Lone Mountain | AZ | Q07 | RCLR | Repair Grounding System And Security Fence | \$ | 3,000 |
| 207 | WSA | Tonopah | AZ | Q08 | RCLR | Repair Grounding System And Security Fence | \$ | 3,000 |
| 208 | WSA | Valencia | AZ | Q09 | RCLR | Repair Grounding System And Security Fence | \$ | 3,000 |
| 209 | WSA | Mesa | AZ | IWA | ILS | Repair IIS In Lieu Of Complete Replacement. Work Includes Repair Of | \$ | 35,000 |
| 210 | WSA | Lone Mountain | AZ | Q07 | RCLR | Tighten Tower Guy Cables | \$ | 2,000 |
| 211 | WSA | Buckeye | AZ | BXK | BLDG | Repair Plant Equipment By Replacing Two Window A/C Units. | \$ | 10,000 |
| 212 | WSA | Tucson | AZ | CIE | VOR / TAC | Repair Roofing Eves Infested With Killer Bees | \$ | 5,000 |
| 213 | WSA | Phoenix | AZ | CWJ | GS | Paint Shelter And Tower | \$ | 3,000 |
| 214 | WSA | Phoenix | AZ | CWJ | LOC | Paint Shelter And Antenna Array | \$ | 2,000 |
| 215 | WSA | Tucson | AZ | DMA | ASR | Repair Door Frames | \$ | 5,000 |
| 216 | WSA | Winslow | AZ | INW | RCAG | Repair Roof By Procuring Roofing Materials | \$ | 3,000 |
| 217 | WSA | Winslow | AZ | INW | VOR | Repair Rf And Monitor Antennas Cables | \$ | 6,000 |
| 218 | WSA | Phoenix | AZ | PHXA | GS | Repair Structure By Repairing Rotten Floor | \$ | 45,000 |
| 219 | WSA | Carefree | AZ | PHXB | TR | Repair Access Road By Cleaning Culverts And Patching Potholes. | \$ | 50,000 |
| 220 | WSA | Prescott | AZ | PRC | RCAG | Repair Roof By Procuring Roofing Materials | \$ | 3,000 |
| 221 | WSA | Guadalupe | AZ | Q06 | TR | Repair Access Road By Cleaning Culverts And Debris. | \$ | 40,000 |
| 222 | WSA | Seligman | AZ | QXP | RCAG | Repair Roof By Procuring Roofing Materials | \$ | 3,000 |
| 223 | WSA | Globe | AZ | QXY | RCAG | Repair Roof Facia And Soffets. | \$ | 15,000 |
| 224 | WSA | Phoenix | AZ | SYQ | GS | Paint Shelter And Tower | \$ | 3,000 |
| 225 | WSA | Phoenix | AZ | SYQ | LOC | Paint Shelter And Antenna Array | \$ | 2,000 |
| 226 | WSA | Tucson | AZ | TUS | RCAG | Repair Roofing Eves. | \$ | 5,000 |
| 227 | WSA | Anchorage | AK | RO | RO | Project Support - Legacy Aal Region Project Administration Fund | \$ | 64,500 |
| 228 | WSA | Seattle | WA | RO | RO | Project Support - Legacy Arm Region Project Administration Fund | \$ | 59,919 |
| 229 | WSA | Los Angeles | CA | RO | RO | Project Support - Legacy Awp Region Project Administration Fund | \$ | 59,919 |
| 230 | WSA | Imperial | CA | IPL | VOR | Fabricate Concrete Base To Support Rco Monitor Poles | \$ | 2,000 |
| 231 | WSA | San Diego | CA | UBR | LOC | Repair Carpet And Walls. Paint Interior. And Add Additional Lighting. This | \$ | 6,000 |
| 232 | WSA | Burbank | CA | BUR | RTR | Repair All Communications Antenna Cables & Junction Boxes. | \$ | 45,000 |
| 233 | WSA | Julian | CA | JLI | VOR | Repair A/C Unit | \$ | 2,000 |
| 234 | WSA | San Diego | CA | PGY | VOR | Repair Antenna Mounts On VOR System. | \$ | 750 |
| 235 | WSA | Denver | CO | AQD | ALSF | Repair Culvert | \$ | 10,000 |
| 236 | WSA | Long Beach | CA | LGBA | VASI | (4 Ea.) Lha Boxes. Paint Is Old, Faded & Peeling. Sand, Prime And Paint | \$ | 300 |
| 237 | WSA | Los Angeles | CA | OSS | ALS | Paint All Light Pole Stands | \$ | 20,000 |
| 238 | WSA | Fairfield | UT | FFU | VOR | Repair Fence - Estimate \$7K | \$ | 7,000 |

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| 239 | WSA | Yuma | AZ | YUM | OM | Repair A/C Unit | \$ | 500 |
| 240 | WSA | Santa Rosa | CA | STS | SX | Reseal Building Exterior And Paint | \$ | 5,000 |
| 241 | WSA | San Diego | CA | JLI | VOR | Repair Outside Security Lighting At The Jli VOR | \$ | 500 |
| 242 | WSA | Butte | MT | BTM | RCU/RCAG | Repair Electrical Entrance Wiring | \$ | 20,000 |
| 243 | WSA | Half Moon Bay | CA | HAF | RCAG | Trim Trees | \$ | 10,000 |
| 244 | WSA | Whittier | CA | QWT | RCLR | Paint On Bldg Is Old & Faded. Clean & Paint | \$ | 500 |
| 245 | WSA | Badger Min | WA | OKF | RCAG | Refurb Rcag | \$ | 17,000 |
| 246 | WSA | Billings | MT | BIL | VOR | Repair Roof | \$ | 10,000 |
| 247 | WSA | San Pedro | CA | OLA | ARSR | Asphalt Road From Main Gate To Facility Worn And Cracked. Fill & Seal | \$ | 25,000 |
| 248 | WSA | Mina | NV | MVA | VOR | Paint The Interior And Repair The Drop Ceiling At The Mina VOR | \$ | 5,500 |
| 249 | WSA | Yuma | AZ | YUM | GS | Repair A/C Unit | \$ | 500 |
| 250 | WSA | Biorika Is | AK | BKA | SACOM | Repair The Sacom Antenna De-Ice System | \$ | 50,000 |
| 251 | WSA | San Diego | CA | OCN | VOR | Repair Antenna Mounts On VOR System. | \$ | 750 |
| 252 | WSA | Bellingham | WA | HUH | VOR | Repair Roofing | \$ | 11,000 |
| 253 | WSA | King Salmon | AK | AKN | SACOM | Repair Air Ventilation System | \$ | 2,500 |
| 254 | WSA | Mina | NV | MVA | VOR | Returbish Grounds. Site Grading / Base Rock | \$ | 20,000 |
| 255 | WSA | San Diego | CA | MZB | VOR | Repair Antenna Mounts On VOR System. | \$ | 750 |
| 256 | WSA | Cedar City | UT | CDC | RCAG | Repair Tower Legs & Foundation | \$ | 10,000 |
| 257 | WSA | San Diego | CA | JLI | VOR | Repair Tacan Monitor Antenna Pole And Replace Rf Cables Going To | \$ | 3,000 |
| 258 | WSA | Concord | CA | CCR | MALSF | Repair Malsf Cable Feeding Electronic Equipment | \$ | 17,000 |
| 259 | WSA | Anchorage | AK | ANC | RTR | Repair The Portable Power Generator Hookup | \$ | 4,000 |
| 260 | WSA | Santa Barbara | CA | SBA | RTR | Repair Damaged Access Road To The Facility. | \$ | 31,000 |
| 261 | WSA | San Diego | CA | MYF | RTR | Purchase Materials To Repair Road And Erosion. | \$ | 6,000 |
| 262 | WSA | Yuma | AZ | BZA | VOR | Repair Facility Security Fence | \$ | 500 |
| 263 | WSA | Yuma | AZ | YUM | MALSR | Replace Termite Damaged Door | \$ | 1,000 |
| 264 | WSA | Bellingham | WA | BLJ | LOC | Repair Access Roads. Grade And Repair Drainage Around Shelter. | \$ | 3,500 |
| 265 | WSA | Yuma | AZ | JPL | VOR | Repair A/C Unit | \$ | 1,000 |
| 266 | WSA | Beale Afb | CA | BAB | ASR | Repair / Refurbish Support Tower For The South Mt / Cpme | \$ | 15,000 |
| 267 | WSA | Visalia | CA | VIS | VOR | Road Repair And Gravel For Service Roads. | \$ | 2,500 |
| 268 | WSA | Santa Rosa | CA | STS | MM | Reseal Building Exterior And Paint | \$ | 5,000 |
| 269 | WSA | Ketchikan | AK | ANN | VOR | Clear Brush & Trees Around VORlac | \$ | 20,000 |
| 270 | WSA | Fresno | CA | FCH | PAPL | Paint Facility Equipment | \$ | 2,000 |
| 271 | WSA | Biorika Is | AK | BKA | ATCBI | Repair Roof To Limit Water Leaks | \$ | 14,000 |
| 272 | WSA | Hawthorne | CA | HHR | RTR | Paint Building | \$ | 5,000 |
| 273 | WSA | Visalia | CA | VIS | LOM | Counterpoise/ Grounding Needs Repair. | \$ | 5,000 |
| 274 | WSA | Fire Is | AK | QAI | BLDG | Repair Temporary Quarters | \$ | 5,000 |
| 275 | WSA | Nome | AK | OME | LOC | Eld Repair (Vasi, Loc, Reil) | \$ | 50,000 |
| 276 | WSA | El Toro | CA | ELB | VOR | Repair Roofing And Sheet Metal Roof Counterpoise | \$ | 5,000 |
| 277 | WSA | Grand Junction | CO | GJT | ASR | Repair Sewer System | \$ | 30,000 |
| 278 | WSA | Maxwell | CA | MXW | VOR | Repair Broken Fence Boards, Posts And Paint Existing Fence. | \$ | 5,000 |

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|-----|-----|-----------------|----|------|------------|--|----|---------|
| 279 | WSA | Redburg | ID | QL5 | VASI | Regravel Facility Access & Parking | \$ | 2,000 |
| 280 | WSA | Kona, Island Of | HI | UPP | VOR | Grub Trees Sprung In The Narrow Strip Of The Area Of One Acre | \$ | 95,600 |
| 281 | WSA | San Diego | CA | SANH | PCS (TMLR) | Repair Air Conditioning System | \$ | 2,000 |
| 282 | WSA | Riverside | Ca | RAL | MALSR | Trenching To Expose Deb Cables For Repair. | \$ | 10,000 |
| 283 | WSA | Yuma | AZ | YUM | OM | Replace Termite Damaged Door | \$ | 1,000 |
| 284 | WSA | Lovell | WY | QSI | ARSR | Window Guards | \$ | 17,000 |
| 285 | WSA | Unalakleet | AK | UNK | VOR | Repair Monitor Antenna Conduits, Fittings, Cables & Counterpoise | \$ | 75,000 |
| 286 | WSA | Weinachee | WA | EAT | VOR | Repair Structure (E) Grounds And Building, Vents, Paint, Etc. | \$ | 20,000 |
| 287 | WSA | Red Bluff | CA | RBL | VOR | Repair Broken Fence Boards, Posts And Paint Existing Fence. | \$ | 5,000 |
| 288 | WSA | Lusk | WY | LSK | ARS | Install Ice Shield | \$ | 3,000 |
| 289 | WSA | Grand Junction | CO | GJT | MALSR | Replace Vega Towers | \$ | 30,000 |
| 290 | WSA | Barrow | AK | BRW | GS | Road Repair | \$ | 248,656 |
| 291 | WSA | Fresno | CA | FAT | BUJC | Road Maintenance, Recoat Flat Roof. | \$ | 2,500 |
| 292 | WSA | Bettles | AK | BIT | QS | Qs Insulate Attic | \$ | 3,000 |
| 293 | WSA | Trinidad | CO | TAD | RCO | Refurbish Antenna & Bldg | \$ | 23,500 |
| 294 | WSA | Bethel | AK | BET | VOR | Repair Roof | \$ | 12,000 |
| 295 | WSA | Santa Ana | CA | SNA | GS | Repair By Painting Shelter | \$ | 2,000 |
| 296 | WSA | Redding | CA | RDD | MALSR | Repair Gravel Faa Roads For Airport Sites. | \$ | 5,000 |
| 297 | WSA | Imperial | CA | IPL | VOR | Repair Roof And Paint Antenna Shelter | \$ | 10,000 |
| 298 | WSA | San Diego | CA | LIBR | LOC | Repair Outside Security Lighting At The Ubr Loc. | \$ | 500 |
| 299 | WSA | St Paul | AK | SNP | ATCBI | Repair Concrete Footings For Saint Paul Radar | \$ | 21,000 |
| 300 | WSA | Apple Valley | CA | APVA | VASI | Repair Electrical Service | \$ | 3,500 |
| 301 | WSA | Fresno | CA | FAT | RTR | Removal Of The Exhaust Fans And Sealing Of Holes. | \$ | 1,000 |
| 302 | WSA | Willows | CA | WLW | VASI | Repair Gravel Road And Site Foot Print | \$ | 3,000 |
| 303 | WSA | Maxwell | CA | MXW | VOR | Paint Facility, Trim And Exterior Doors | \$ | 1,200 |
| 304 | WSA | Judith Mountain | MT | QLJ | RCAG | Repair Roof | \$ | 9,000 |
| 305 | WSA | Biorka Is | AK | BKA | ATCBI | Build An Enclosure Beneath The Atcbi Antenna To House The Rotary Joint | \$ | 15,000 |
| 306 | WSA | Biorka Is | AK | BKA | VOR | Clear Brush & Trees Around VORtac | \$ | 7,000 |
| 307 | WSA | Homer | AK | HOM | LOC | Repair The Localizer Platform. Stabilize Ground Conditions To Keep | \$ | 25,000 |
| 308 | WSA | Level Is | AK | LVD | MAREQ | Temporary Repair Of Level Island Dock. Army Corps Of Engineers Has | \$ | 60,000 |
| 309 | WSA | Woody Is | AK | ODK | VOR | Repair & Paint Antenna Covers. Repair Groundplane Cables & Grounding | \$ | 15,000 |
| 310 | WSA | Sitka | AK | SIT | NDB | Repair The Sit Ndb Bldg Foundation Located On Biorka Island | \$ | 35,000 |
| 311 | WSA | Yakutat | AK | YAK | VOR | Repair The Wiring And Groundplane@ The VORtac | \$ | 15,000 |
| 312 | WSA | Yakutat | AK | YAK | VOR | Repair The Wiring And Lightning Protection, Grounding, & Bonding | \$ | 43,000 |
| 313 | WSA | Yakutat | AK | YAK | VOR | Repair VOR Roof W/Torchdown. Patch Roof, Fiberglass Torchdown On | \$ | 20,000 |
| 314 | WSA | Mile High | CO | DVJ | VOR | Refurb Building | \$ | 13,500 |
| 315 | WSA | Pueblo | CO | PUB | REIL | Repair Power Cable | \$ | 10,000 |
| 316 | WSA | Denver | CO | DEN | VOR | Refurb Building | \$ | 21,000 |
| 317 | WSA | Haxton | CO | QRZ | RCLR | Paint Building | \$ | 12,500 |
| 318 | WSA | Cones | CO | ETL | VOR | Paint Building | \$ | 15,000 |

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| 319 | WSA | Miles City | MT | MLS | VOR | Repair Roof | \$ | 10,000 |
| 320 | WSA | Eastonville | CO | QUD | RCAG/RCL | Repair The Chain Link Fence And Gate Around The Facility | \$ | 7,000 |
| 321 | WSA | San Jose | CA | SJC | PAPI | Repair Access Roads | \$ | 10,000 |
| 322 | WSA | Panoche | CA | PXN | VOR | Paint Tee-Pee And Repair Roof On A Mountain Top Site. | \$ | 9,500 |
| 323 | WSA | Manix | CA | QSU | RCLR | Paint E/G Rm | \$ | 2,000 |
| 324 | WSA | Fresno | CA | FAT | RTR | Entrance Door And Frame Are In Need Of Repair. | \$ | 3,000 |
| 325 | WSA | Missoula | MT | MSO | VOR | Repair Roof | \$ | 9,000 |
| 326 | WSA | Unalakleet | AK | UNK | BLDG | Paint Shop | \$ | 5,000 |
| 327 | WSA | Galeana | AK | GAL | VOR | Repair Siding | \$ | 5,000 |
| 328 | WSA | Blythe | CA | BLH | RCAG | Repair Roof And Paint Antenna Shelter. | \$ | 8,000 |
| 329 | WSA | Iron Mountain | UT | QVI | RCLR | Regravel Facility Grounds | \$ | 3,000 |
| 330 | WSA | Yuma | AZ | YUM | REIL | Repair Foundations | \$ | 1,000 |
| 331 | WSA | Jerome | ID | QLG | RCLR | Regravel Facility Grounds | \$ | 1,000 |
| 332 | WSA | San Diego | CA | JLI | VOR | Repair Antenna Mounts On VOR System. | \$ | 750 |
| 333 | WSA | Ukiah | CA | UKI | RCO | Paint Facility Interior & Exterior | \$ | 7,500 |
| 334 | WSA | Rock Springs | WY | RKS | MALSR | Repair Weather Damaged Light Stations | \$ | 5,000 |
| 335 | WSA | St Marys | AK | KSM | SX | Repair Air Vents To Prevent Snow Blocking | \$ | 15,000 |
| 336 | WSA | Medford | OR | OED | VOR | Repair Siding And Reseal, Paint. | \$ | 9,000 |
| 337 | WSA | Kenai | AK | SWD | VASI | Bury Existing Exposed And Spliced 2400V Underground Power Line That | \$ | 25,000 |
| 338 | WSA | Kotzebue | AK | OTZA | BLDG | Paint Conserfac | \$ | 5,000 |
| 339 | WSA | Bard | CA | BZA | VOR | Repair Roof And Paint Antenna Shelter. | \$ | 10,000 |
| 340 | WSA | Denver | CO | DZG | LOC | Repair Roof | \$ | 15,500 |
| 341 | WSA | Stanton | CA | LGB | ASR9 | Technician Trailer Lighting Is Old And Difficult To Obtain Lamps And Parts. | \$ | 750 |
| 342 | WSA | Blorka Is | AK | BKA | NXRAD | Repair Roof | \$ | 34,000 |
| 343 | WSA | Chino | CA | CNO | GS | Repair Glide Slope Cables That Are Deteriorating. | \$ | 2,000 |
| 344 | WSA | Williams | CA | ILA | VOR | Paint Facility, Trim And Exterior Doors | \$ | 1,200 |
| 345 | WSA | Blue Mesa | CO | HBV | VOR | Repair Roof | \$ | 15,000 |
| 346 | WSA | Visalia | CA | FRA | VOR | Facility Fence Repair/Cattle Guard | \$ | 14,500 |
| 347 | WSA | Oxnard | CA | OXR | RTR | Tower Repairs-Guy Wires, Painting | \$ | 35,000 |
| 348 | WSA | Yuma | AZ | IPL | VOR | Repair Walkway | \$ | 2,000 |
| 349 | WSA | | | LGU | VOR | Repair Fence - Estimate \$7K | \$ | 7,000 |
| 350 | WSA | Pocatello | ID | PIH | VOR | Repair Roof | \$ | 10,000 |
| 351 | WSA | Salt Lake City | UT | SLC | VARIOUS | Modernize Ev-501 Monitoring Devices At Remote Unmanned Sites | \$ | 35,000 |
| 352 | WSA | Malad City | ID | MLD | VOR | Returbish Antenna Cables, Relocate Telco Lines | \$ | 19,000 |
| 353 | WSA | Glenns Ferry | ID | QUO | RCL | Replace HVAC | \$ | 7,000 |
| 354 | WSA | Squaw Butte | ID | QUL | RCL | Replace HVAC | \$ | 7,000 |
| 355 | WSA | Bliss | ID | QUP | RCL | Replace HVAC | \$ | 7,000 |
| 356 | WSA | Jerome | ID | QLG | RCL | Replace HVAC | \$ | 7,000 |
| 357 | WSA | Connors | ID | QUS | RCL | Replace HVAC | \$ | 7,000 |
| 358 | WSA | Bonanza Lake | ID | QVE | RCL | Replace HVAC | \$ | 7,000 |

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| 359 | WSA | Little Butte | ID | QVC | RCL | Replace HVAC | \$ | 7,000 |
| 360 | WSA | Hameri | ID | QGO | RCL | Replace HVAC | \$ | 7,000 |
| 361 | WSA | Shrevell | UT | QUT | RCL | Replace HVAC | \$ | 7,000 |
| 362 | WSA | Baker City | UT | BKE | RCAG | Replace HVAC | \$ | 7,000 |
| 363 | WSA | Boise | ID | BOI | RCAG/RCL | Replace HVAC | \$ | 10,000 |
| 364 | WSA | Boise | ID | BOI | RTR | Replace HVAC | \$ | 7,000 |
| 365 | WSA | Dubois | ID | DBS | VOR | Repair & Ground Fence, Clean, Paint & Refurbish Building | \$ | 13,000 |
| 366 | WSA | Hanksville | UT | HVE | VOR | Repair Roof | \$ | 10,000 |
| 367 | WSA | San Diego | CA | MZB | VOR | Repair Outside Security Lighting At The Mzb VOR | \$ | 500 |
| 368 | WSA | Medford | OR | MFR | LOC | Repair Communications Cable Btwn Rtr And Localizer | \$ | 35,000 |
| 369 | WSA | Denver | CO | ACX | LOC | Paint Door | \$ | 1,500 |
| 370 | WSA | Yuma | AZ | YUM | LOC | Repair A/C Unit | \$ | 500 |
| 371 | WSA | Yuma | AZ | YUM | OM | Roads And Grounds Maintenance | \$ | 1,000 |
| 372 | WSA | Couler D'Alene | ID | COE | LOM | Repair Winch Pole | \$ | 10,000 |
| 373 | WSA | Shamrock | CA | OSV | RCLR | Paint E/G Rm | \$ | 2,000 |
| 374 | WSA | Salinas | CA | SNS | OM | Repair Access Road And Drainage | \$ | 15,000 |
| 375 | WSA | San Diego | CA | UBR | LOC | Repair Stress Cracks On Walls, Fix Large Holes In Walls And Paint Interior | \$ | 5,000 |
| 376 | WSA | Grand Junction | CO | GJT | ASR | Install Ice Shield | \$ | 3,000 |
| 377 | WSA | Oakland | CA | OAKA | RTR | Repair Roof | \$ | 3,000 |
| 378 | WSA | Linden | CA | LIN | VOR | Paint Tee-Pee And Repair Roof | \$ | 8,000 |
| 379 | WSA | Santa Ana | CA | SNA | LOC | Repair By Painting Shelter | \$ | 2,000 |
| 380 | WSA | Steelmute | AK | SLQ | AWOS | Clear Brush In Critical Area | \$ | 11,250 |
| 381 | WSA | San Diego | CA | SEE | LOC | Repair Ground Check Markers That Have Deteriorated Since Installation | 15 | \$ 2,000 |
| 382 | WSA | Denver | CO | OUF | ALSF | Repair Culvert | \$ | 20,000 |
| 383 | WSA | Red Bluff | CA | RBLB | BLDG | Paint Two Shelter Covers | \$ | 2,000 |
| 384 | WSA | Billings | MT | BIL | RCAG | Repair Roof | \$ | 7,500 |
| 385 | WSA | Fl Collins | CO | FNL | MALSR | Repaint Shelter | \$ | 10,000 |
| 386 | WSA | Oxnard | CA | OXR | MALSR | Paint & Seal Bldg | \$ | 5,000 |
| 387 | WSA | Pueblo | CO | PUB | MALSR | Repair Flood Damaged Main Station 10 | \$ | 7,500 |
| 388 | WSA | Iron Springs | UT | QF7 | RCLR | Regravel Facility Grounds | \$ | 2,000 |
| 389 | WSA | Scipio | UT | GRS | RCLR | Regravel Facility Grounds | \$ | 2,000 |
| 390 | WSA | Helena | MT | HLN | VOR | Repair Roof | \$ | 10,000 |
| 391 | WSA | San Diego | CA | MYF | RTR | Repair Esd Flooring | \$ | 2,000 |
| 392 | WSA | Schwits | UT | GVJ | RCLR | Regravel Facility Grounds | \$ | 2,000 |
| 393 | WSA | Ontario | CA | ONT | RTR | Repair Duct Bank And Cable | \$ | 35,000 |
| 394 | WSA | Santa Rosa | CA | STS | VASI | Repair Electrical System Feeding Electronic Equipment, Rwy 14 | \$ | 20,000 |
| 395 | WSA | Woodside | CA | OSI | VOR | Trim Trees | \$ | 10,000 |
| 396 | WSA | Anchorage | AK | ANC | ASR | Repair Damage (Driveway, Fixtures, Ceiling Tiles) From The Roof Leak In | \$ | 8,000 |
| 397 | WSA | Salmon | ID | LKT | VOR | Repair & Ground Fence, Clean, Paint & Refurbish Building | \$ | 5,000 |
| 398 | WSA | San Diego | CA | PGY | VOR | Repair Outside Security Lighting At The Pgy VOR | \$ | 500 |

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Eastern Service Area Prioritized List FY-07 Ops Funded Projects

| | | | | | | | | |
|--------------|-----|--------------|----|------|-------|--|-----------|------------------|
| 399 | WSA | Yucca Grove | CA | QSY | RCLR | Paint E/G Rm | \$ | 2,000 |
| 400 | WSA | Sand Point | AK | SDP | NDB | Repair Conex Storage | \$ | 1,800 |
| 401 | WSA | San Diego | CA | PGY | TR | Install Grounding System - Counterpoise, Plates, Lightening Rods For New | \$ | 10,000 |
| 402 | WSA | Thermal | CA | TRM | VOR | Repair Roof And Paint Antenna Shelter | \$ | 10,000 |
| 403 | WSA | Chico | CA | CIC | MALSR | Repair Gravel Faa Roads For Airport Sites | \$ | 5,000 |
| 404 | WSA | San Pedro | CA | QLA | ARSR | Bldg @ Main Gate Entrance, Paint& Roof, Roof Is Old And Patchy, Paint On | \$ | 300 |
| 405 | WSA | Middleton Is | AK | MDOB | BLDG | Repair Garage Building #203 | \$ | 300,000 |
| 406 | WSA | Fellows | CA | FLW | VOR | Paint The Exterior Trim At The Fellows VOR | \$ | 5,500 |
| 407 | WSA | Oakland | CA | OAK | RTR | Repair Roof | \$ | 3,000 |
| 408 | WSA | Medical Lake | WA | QIT | BLDG | Repair Bldg Refurb | \$ | 15,000 |
| 409 | WSA | Long Beach | CA | LGB | RCVR | Bldg & Roof, Roof Is Worn And Patchy, Bldg Paint Is Old And Faded. | \$ | 2,500 |
| 410 | WSA | Pocatello | ID | PIH | OM | Repair & Ground Fence | \$ | 1,000 |
| 411 | WSA | Fresno | CA | FAT | RCAG | Roof Maintenance, Recoat Flat Roof | \$ | 2,500 |
| 412 | WSA | Anchorage | AK | ANC | GS | Repair The Gs Bldg Foundation On Runway 07L | \$ | 20,000 |
| 413 | WSA | San Diego | CA | MYF | RTR | Repair Air Conditioning System | \$ | 2,000 |
| 414 | WSA | Biorika Is | AK | BKA | MAREQ | Repair Marine Floating Dock | \$ | 19,000 |
| 415 | WSA | Twin Falls | ID | TWF | VOR | Repair Roof | \$ | 7,594 |
| 416 | WSA | Aspen | CO | PKN | LOC | Paint Loc Platform | \$ | 25,000 |
| 417 | WSA | Eagle | AK | EAA | RCO | Foundation/Pad Repair | \$ | 12,000 |
| 418 | WSA | Manix | CA | QSU | RCLR | Sheet Metal Repair | \$ | 3,000 |
| 419 | WSA | Stanton | CA | LGB | ASR9 | Admin Trailer Air Conditioning Unit. Entire Unit Is Old And Inefficient. | \$ | 1,500 |
| 420 | WSA | Black Rock | UT | GRQ | RCLR | Regravel Facility Grounds | \$ | 20,000 |
| 421 | WSA | Dunior | WY | DNW | VOR | Repair Roof At VOR | \$ | 2,000 |
| 422 | WSA | St George | AK | SRI | DME | Repair Tilt-Down Antenna Mechanism | \$ | 6,000 |
| 423 | WSA | San Diego | CA | PGY | VOR | Repair Esd Flooring | \$ | 2,000 |
| 424 | WSA | San Diego | CA | PGY | VOR | Repair VOR Monitor Antenna Junction Box And Seal Around Teepee | \$ | 1,500 |
| Total | | | | | | | \$ | 5,542,650 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|------------------|-------|-------------|---------------|--|---------------|
| 1 | ESA | Philadelphia | PA | PHL | ALS | Repair Support Tower Light Poles - 36 Each | \$ 10,000 |
| 2 | ESA | Dulles | VA | IAD | RTR | Repair Access Roads (Gravel Road & Parking Area) | \$ 3,000 |
| 3 | ESA | Dulles | VA | IAD | GS | Refurbish Grounds | \$ 1,000 |
| 4 | ESA | Dulles | VA | IAD | GS | Repair Structures Door | \$ 1,000 |
| 5 | ESA | Dulles | VA | IADA | RTR | Repair Access Roads (Gravel Road & Parking Area) | \$ 3,000 |
| 6 | ESA | Centerville | VA | IAD | OM | Repair Structures Door | \$ 1,000 |
| 7 | ESA | Leesburg | VA | IAD | TDWR | Install Structures Storage Building | \$ 5,000 |
| 8 | ESA | Leesburg | VA | IAD | TDWR | Repair Electrical Counterpoise Box | \$ 1,000 |
| 9 | ESA | Washington | DC | DCA | VOR | Replace Structures (Doors/Vent Hoods) | \$ 5,000 |
| 10 | ESA | Washington | DC | DCA | VOR | Repair Access Roads Pave | \$ 10,000 |
| 11 | ESA | Pittsburgh | PA | PIT | ASDE | Repair Roofing - Replace Rubber Gasket | \$ 10,000 |
| 12 | ESA | Pittsburgh | PA | PIT | RTR | Replace Plant Equipment - Air Handler | \$ 5,016 |
| 13 | ESA | Pittsburgh | PA | PIT | RCAG | Refurbish Electrical - Upgrade Ac Distribution System | \$ 6,000 |
| 14 | ESA | Pittsburgh | PA | PIT | RCAG | Replace Plant Equipment - Air Handler Unit | \$ 5,016 |
| 15 | ESA | Pittsburgh | PA | PIT | RTR | Repair Threshold For Pit Rtr | \$ 1,000 |
| 16 | ESA | Asheville | NC | BRA | NDB | Replace Climbing Rail | \$ 4,000 |
| 17 | ESA | Fort Fisher | NC | QGV | ARSR | Hook Up Fuel Monitor To Essential Panel | \$ 2,500 |
| 18 | ESA | Cumberland Furn. | TN | QYM | RCLR | Install Climbing Rails On Tower | \$ 25,000 |
| 19 | ESA | Stonybrook | PA | SEK | VOR | Replace Support Tower Tacr Antenna With Dme Antenna | \$ 3,000 |
| 20 | ESA | New Castle | DE | ILG | OM | Repair Security Fence | \$ 2,000 |
| 21 | ESA | Huntsville | AL | HSV | ALS | Repair And Recoat Lr Fiberglass Structures, Rwy 18R | \$ 8,580 |
| 22 | ESA | Rockdale | NY | RKA | RCAG | Replace Support Tower Rusted Antenna Pole With Tilt-Down Mg Type | \$ 7,000 |
| 23 | ESA | Charleston | WV | GRW | ALS | Roof Replacement/Repair | \$ 2,750 |
| 24 | ESA | Allentown | PA | FJC | VOR | Replace Electrical Power Panel | \$ 750 |
| 25 | ESA | Hagerstown | MD | HGR | VOR | Repair Roofing | \$ 25,000 |
| 26 | ESA | Smyrna | DE | ENO | VOR | Second Ac Unit Installation | \$ 200 |
| 27 | ESA | Auburn | NC | QGW | RCLR | Regrade Access Road | \$ 3,000 |
| 28 | ESA | Coalton | WV | QBX | RCO | Repair Towers | \$ 9,000 |
| 29 | ESA | Walton | NY | AE1 | RCLR | Aet Rct Tree & Branch Removal | \$ 1,250 |
| 30 | ESA | Cowpens | SC | QYF | RCLR | Replace Guy Cables And Air Terminal | \$ 6,000 |
| 31 | ESA | Carmel | NY | CMK | VOR | Remove Grounds Tree Cutting | \$ 50,000 |
| 32 | ESA | Buena Vista | VA | QWW | RCAG | Install Electrical (Antenna Cable Boxes) | \$ 2,000 |
| 33 | ESA | Teterboro | NJ | TEB | RTR | Refurbish Painting Interior Of Site | \$ 5,000 |
| 34 | ESA | St Albans | VT | QHB | ARSR | Replace Sewer Pipe | \$ 7,700 |
| 35 | ESA | Islip | NY | ISPA | VASI | Refurbish Access Roads Spread Crushed Stone Where Needed | \$ 1,500 |
| 36 | ESA | Dorchester | GA | BN7 | RCLR | Water Damage: Recaulk Exterior/Repair Interior | \$ 4,000 |
| 37 | ESA | York | KY | YRK | VOR | Facility Renovation | \$ 35,000 |
| 38 | ESA | Morrisstown | NJ | MMU | RTR | Replace Structures Replace Tiles | \$ 2,000 |
| 39 | ESA | Wilkes-Barre | PA | AVP | MM | Replace Security Access Door | \$ 900 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|------------------|-------|-------------|---------------|---|---------------|
| 40 | ESA | Hookstown | PA | OCO | RCLR | Tower Refurbishment | \$ 3,500 |
| 41 | ESA | Presque Isle | ME | POI | MM | Gate Access For Winter | \$ 2,000 |
| 42 | ESA | Lynchburg | VA | LYH | MM | Repair Access Roads | \$ 500 |
| 43 | ESA | Florence | SC | FLO | RCAG | Replace Plant Equipment HVAC | \$ 2,000 |
| 44 | ESA | Clarksburg | WV | CKB | REIL | Refurbish Light Boxes | \$ 1,200 |
| 45 | ESA | Lowell | FL | EC7 | RCLR | Replace HVAC Unit | \$ 4,000 |
| 46 | ESA | Watertown | NY | ART | VOR | Repair Access Roads | \$ 4,000 |
| 47 | ESA | York | KY | YRK | VOR | Repair Roofing - Emergency Repair | \$ 400 |
| 48 | ESA | Ulica | NY | CJY | NDB | Replace Fence With Chain Link | \$ 4,000 |
| 49 | ESA | Gainesville | FL | BC7 | RCLR | Replace HVAC Unit | \$ 4,000 |
| 50 | ESA | Norfolk | VA | ORF | RCLR | Procure Grounds (Gravel) | \$ 2,500 |
| 51 | ESA | Albany | NY | ALBA | RCLR | Optimize Access Roads Trim Tree Growth Back | \$ 5,000 |
| 52 | ESA | Wilkes-Barre | PA | IZK | OM | Replace Security Access Door | \$ 900 |
| 53 | ESA | Owls Head | ME | SUH | NDB | Replace Guy Wires | \$ 1,500 |
| 54 | ESA | Hollybush | MS | QMH | RCLR | Replace Roof And Repair Water Damage | \$ 27,000 |
| 55 | ESA | Clarksburg | WV | CKB | MALSR | Tower Refurbishment | \$ 2,500 |
| 56 | ESA | Milville | NJ | MIV | RCAG | Refurbish Painting Scrape And Paint 4 Ea 50 Foot Antenna Towers | \$ 2,500 |
| 57 | ESA | Block Island | RI | SEY | VOR | Install HVAC Rm | \$ 4,000 |
| 58 | ESA | Tidoute | PA | TDI | VOR | Paint VOR Teepse | \$ 3,500 |
| 59 | ESA | East Boston | MA | MDC | LOC | Repair Equipment Shelter | \$ 6,000 |
| 60 | ESA | Teterboro | NJ | TEB | VOR | Replace Roofing | \$ 15,000 |
| 61 | ESA | Harcum | VA | HCM | VOR | Repair Access Roads (Gravel) | \$ 2,000 |
| 62 | ESA | Mt. Savage | MD | QC5 | RCLR | Refurbish Grounds (Clean-Up) | \$ 1,500 |
| 63 | ESA | Windsor Locks | CT | BDL | ALS | Repair Access Road | \$ 10,000 |
| 64 | ESA | Oneonta | NY | OZX | LOC | Repair Structures Antenna Platform | \$ 3,000 |
| 65 | ESA | Erle | PA | ERI | GS | Refurbish Support Tower - Add Platform | \$ 16,950 |
| 66 | ESA | Houston Mountain | TN | QGC | RCLR | Replace Fence | \$ 4,610 |
| 67 | ESA | Allegheny | PA | AGC | MALSR | Remove Grounds - Tree Clearing | \$ 820 |
| 68 | ESA | Buffalo | NY | BUF | GS | Access Road Repair | \$ 10,000 |
| 69 | ESA | Islip | NY | ISP | VASI | Repair Access Roads | \$ 1,500 |
| 70 | ESA | Snowbird | TN | SOT | VOR | Removal Trees And Vegetation From Clear Zone | \$ 20,000 |
| 71 | ESA | Rutland | VT | RUT | AWOS | Replace Tilt Down Mast | \$ 7,000 |
| 72 | ESA | Hartford | CT | HFD | LOC | Repair Roads And Grounds | \$ 10,000 |
| 73 | ESA | Princeton | ME | PNN | VOR | Replace Posts | \$ 1,000 |
| 74 | ESA | Broadway | NJ | BWZ | VOR | Refurbish Painting Paint VOR Cone & Bldg Exterior | \$ 3,000 |
| 75 | ESA | Newark | NJ | ENR | RTR | Replace Electrical Backup A/C Unit | \$ 800 |
| 76 | ESA | Windsor Locks | CT | IKX | GS | Repair Roads And Grounds | \$ 10,000 |
| 77 | ESA | Huntington | WV | HTS | OW | Repair/Replace Siding | \$ 3,500 |
| 78 | ESA | Bangor | ME | BGR | RCAG | Door Replacement | \$ 3,200 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 79 | ESA | Washington | DC | ASO | GS | Refurbish Painting (Fence) | \$ 5,000 |
| 80 | ESA | Youngsville | NC | OGY | RCLR | Regrade Access Road | \$ 3,000 |
| 81 | ESA | Montour | PA | MMJ | VOR | Fence Repair And Installation | \$ 500 |
| 82 | ESA | Fort Site | PA | AS1 | RCLR | Replace Bldg. Security Lights | \$ 800 |
| 83 | ESA | Lawrence | MA | LWM | VOR | Replace Roof | \$ 18,000 |
| 84 | ESA | Norfolk | VA | ORF | GS | Replace Flooring | \$ 1,000 |
| 85 | ESA | Milton | PA | MIP | VOR | Paint Interior And Ext-Trim | \$ 2,300 |
| 86 | ESA | Esopus | NY | QNY | RCLR | Install Structures Install Concrete Pad Foundations For The Propane Fuel Tanks | \$ 5,000 |
| 87 | ESA | Flushing | NY | LGA | ASDE | Repair Plant Equipment Repair Railing And Catwalk | \$ 5,000 |
| 88 | ESA | Columbia | SC | CAE | SMD | Install Air Conditioner Covers On Vertex Shelters | \$ 30,000 |
| 89 | ESA | Lynchburg | VA | LYH | OM | Remove Grounds (Tree) | \$ 1,000 |
| 90 | ESA | Savannah | GA | VHL | MLSA | Replace Roofing | \$ 16,000 |
| 91 | ESA | Norfolk | VA | ORF | VOR | Refurbish Electrical Climate Control/Lighting | \$ 7,500 |
| 92 | ESA | Norfolk | VA | ORF | RCAG | Install Grounds (Guard Posts For Guywires) | \$ 5,000 |
| 93 | ESA | Salisbury | MD | SBY | GS | Refurbish Support Tower Sand Blast, Primer, And Paint Tower | \$ 1,000 |
| 94 | ESA | Fayetteville | NC | FAY | RTR | Osha Safety Issues | \$ 20,000 |
| 95 | ESA | Camden | MS | CM7 | RCLR | Replace Roof And Repair Water Damage | \$ 27,000 |
| 96 | ESA | Tyrone | PA | TON | VOR | Access Road Repair | \$ 10,000 |
| 97 | ESA | Jamaica | NY | HJO | LOC | Replace Eau Trailer Roof | \$ 5,000 |
| 98 | ESA | Allegheny | PA | SAQ | LOC | Antenna Platform Replacement | \$ 40,000 |
| 99 | ESA | Gainesville | FL | BC7 | RCLR | Rcfr Eng. Gen. Room Door Replacement | \$ 1,800 |
| 100 | ESA | Allegheny | PA | AGC | RTR | Replace Facility | \$ 150,000 |
| 101 | ESA | Atlantic City | NJ | ACY | RTR | Repair Support Tower Bases Of Antenna Towers | \$ 20,000 |
| 102 | ESA | Williamsport | PA | IPT | RCAG | Repair Access Road | \$ 1,000 |
| 103 | ESA | Bedford | MA | BED | MM | Replace Ventilation System | \$ 5,000 |
| 104 | ESA | Bradford | PA | BFD | REIL | Cut & Clear Trees And Vegetation | \$ 2,000 |
| 105 | ESA | Decatur | AL | DCU | RCO | Installation Of Collapsible Pole At Dcu Rco | \$ 2,700 |
| 106 | ESA | Culpeper | VA | QC9 | RCLR | Refurbish Grounds (Gravel/Railroad Tie/Fence Area) | \$ 1,000 |
| 107 | ESA | Allegheny | PA | AGC | VOR | Remove Grounds - Tree Clearing | \$ 3,650 |
| 108 | ESA | Oxawaha | FL | BET | RCLR | Replace HVAC Unit | \$ 4,000 |
| 109 | ESA | Vaiden | MS | QJL | RCLR | Replace Guy Cables At Qj Rcr | \$ 5,000 |
| 110 | ESA | Atlanta | GA | GXZ | PAPI | Install Grounds Papi Concrete Pad | \$ 12,500 |
| 111 | ESA | Owings | SC | QMN | RCAG | Improve Safety-Ladder Climbing System | \$ 2,500 |
| 112 | ESA | Myrtle Beach | SC | CRE | VOR | Replace Rusting Counterpoise Wire At Cre VORTac | \$ 15,000 |
| 113 | ESA | Richmond | VA | BNE | ALS | Refurbish Painting (Towers) | \$ 1,800 |
| 114 | ESA | Brooker | FL | AR7 | RCLR | Replace HVAC Unit | \$ 4,000 |
| 115 | ESA | Ocala | FL | OCF | AWOS | Osha Safety Issues | \$ 50,000 |
| 116 | ESA | Myrtle Beach | SC | CRE | VOR | Replace Roofing | \$ 5,000 |
| 117 | ESA | Brooker | FL | AR7 | RCLR | Rcfr Facility Door Replacement | \$ 1,800 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|--|---------------|
| 118 | ESA | Jackson | MS | JAN | RCAG | Replace Roof And Repair Water Damage, Refurbish Exterior | \$ 39,000 |
| 119 | ESA | Hartwell | GA | OVI | RCLR | Improve Safety Ladder Climbing | \$ 5,000 |
| 120 | ESA | Reidco | PA | REC | VOR | Access Road Repair | \$ 5,000 |
| 121 | ESA | Islip | NY | ISP | OM | Replace Building | \$ 15,000 |
| 122 | ESA | Montour | PA | MMJ | VOR | Remove Grounds - Tree Clearing | \$ 9,800 |
| 123 | ESA | Temple | NH | QE5 | RCLR | Replace Security Fence | \$ 12,000 |
| 124 | ESA | Sparta | NJ | SAX | VOR | Paint Interior Of Site | \$ 2,000 |
| 125 | ESA | Carmel | NY | CMK | VOR | Replace Roof | \$ 75,000 |
| 126 | ESA | Flushing | NY | LGA | RTR | Replace Exterior Doors | \$ 8,000 |
| 127 | ESA | Dorchester | GA | BN7 | RCLR | Repair Damaged Guy Wires | \$ 5,000 |
| 128 | ESA | Sandy Grove | NC | FG7 | RCLR | Water Damage, Recaulk Exterior/Repair Interior | \$ 7,000 |
| 129 | ESA | Hawthorne | FL | ED7 | RCLR | Rear Eng. Gen. Room Door Replacement | \$ 1,800 |
| 130 | ESA | Harcum | VA | HCM | VOR | Refurbish Electrical Climate Control/Lighting | \$ 7,500 |
| 131 | ESA | Gerry | NY | QCX | RCLR | Install Security Fence/Gates | \$ 15,000 |
| 132 | ESA | Wilkes-Barre | PA | FQM | VOR | Install Gravel Around Site | \$ 1,300 |
| 133 | ESA | Oxford | NC | QGX | RCLR | Regrade Access Road | \$ 3,000 |
| 134 | ESA | Parkersburg | WV | PKB | LOM | Fence Grounding | \$ 1,000 |
| 135 | ESA | Bangor | ME | BGR | OM | Shelter Floor Replacement | \$ 6,500 |
| 136 | ESA | Broadway | NJ | BWZ | VOR | Paint VOR Cone & Bldg Exterior | \$ 3,000 |
| 137 | ESA | Hardthorne | FL | ED7 | RCLR | Rdr Facility Door Replacement | \$ 1,800 |
| 138 | ESA | Worcester | MA | EKW | GS | Paint Antenna Tower | \$ 5,000 |
| 139 | ESA | Miami | FL | QM8 | AKSR | Replace Fence | \$ 12,000 |
| 140 | ESA | East Boston | MA | DGU | LOC | Repair Equipment Shelter | \$ 6,000 |
| 141 | ESA | Gardner | MA | GDM | VOR | Repair Roof | \$ 20,000 |
| 142 | ESA | Miami | FL | TMB | LOC | Repair Structures | \$ 3,800 |
| 143 | ESA | Norfolk | VA | ORF | MALSR | Repair Structures (Embedded R/W Light) | \$ 7,500 |
| 144 | ESA | Paducah | KY | PAH | MALSR | Refurbish Malsr System | \$ 2,340 |
| 145 | ESA | Paducah | KY | PAH | RCO | Refurbish Rco Facility | \$ 2,650 |
| 146 | ESA | Farmingdale | NY | FRG | LOM | Remove Grounds Tree Cutting | \$ 1,000 |
| 147 | ESA | Jacksonville | FL | JAX | OM | Replace Guywires And Anchors For Antenna | \$ 3,200 |
| 148 | ESA | Binghamton | NY | BGM | LOM | Sidewalk Repair | \$ 3,000 |
| 149 | ESA | Watertown | NY | ART | VOR | Clear Trees In Critical Area | \$ 2,000 |
| 150 | ESA | Stafford | VA | QCP | RCLR | Refurbish Grounds Gravel | \$ 2,500 |
| 151 | ESA | Saranac Lake | NY | SLK | MM | Replace Security Door | \$ 1,500 |
| 152 | ESA | Syracuse | NY | SYR | RTR | Install Grounds Weed Control Fabric And Gravel | \$ 5,000 |
| 153 | ESA | Puckett | MS | OMY | RCLR | Replace Roof And Repair Water Damage | \$ 27,000 |
| 154 | ESA | Altoona | PA | AOO | RCAG | Install Rain Gutter | \$ 700 |
| 155 | ESA | Islip | NY | ISP8 | VASI | Refurbish Access Roads Spread Crushed Stone Where Needed | \$ 1,500 |
| 156 | ESA | Prentiss | MS | PJR | RCLR | Replace Roof And Repair Water Damage | \$ 27,000 |

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Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|---|---------------|
| 157 | ESA | Morgantown | WV | MGW | MALSR | Cut & Clear Trees And Vegetation | \$ 2,500 |
| 158 | ESA | Madisonville | PA | GKJ | OM | Repair Access Roads Install Culvert, Grade And Gravel Road | \$ 2,500 |
| 159 | ESA | Marassas | VA | HEF | MALSR | Install Plant Equipment (Ductless Heat Pump) | \$ 2,500 |
| 160 | ESA | Searsport | ME | QEG | RCLR | Fence Replacement | \$ 23,000 |
| 161 | ESA | Newland | NC | OGE | RCLR | Remove And Replace Barb-Wire | \$ 720 |
| 162 | ESA | Lebanon | NH | LEB | VOR | Replace Roof & Door | \$ 12,500 |
| 163 | ESA | Charleston | WV | CRW | GS | Door Repair/Replacement | \$ 4,400 |
| 164 | ESA | Saint Thomas | PA | THS | VOR | Remove Grounds (Fence) | \$ 500 |
| 165 | ESA | Slate Run | PA | SLT | VOR | Repair Soffit | \$ 1,500 |
| 166 | ESA | Flushing | NY | URD | GS | Install Structures Fall Protection Rail On Gs Tower | \$ 10,000 |
| 167 | ESA | Bradford | PA | BFD | VOR | Electrical Distribution Upgrade | \$ 6,000 |
| 168 | ESA | St Petersburg | FL | PIE | MALSR | Powerpole Replacement | \$ 4,325 |
| 169 | ESA | Pike | NY | QC2 | RCLR | Cut & Clear Trees And Vegetation | \$ 6,960 |
| 170 | ESA | Watertown | NY | ART | MALSR | Repair Access Roads Crushed Stone | \$ 1,500 |
| 171 | ESA | Winchester | KY | QNP | RCLR | Improve Access Road | \$ 4,000 |
| 172 | ESA | Asheville | NC | IMO | LOM | Add Ground Radial Counterpoise | \$ 15,000 |
| 173 | ESA | Windsor Locks | CT | IKX | VASI | Repair Roads And Grounds | \$ 10,000 |
| 174 | ESA | Pottstown | PA | PTW | VOR | Power Panel Replacement | \$ 750 |
| 175 | ESA | West Pelzer | SC | OYH | RCLR | Improve Safety-Ladder Climbing | \$ 5,000 |
| 176 | ESA | Saint Marys | PA | OYM | RCO | Repair Support Tower - Antenna Support Repair | \$ 1,000 |
| 177 | ESA | Oktawana | FL | BET7 | RCLR | Rcfr Facility Door Replacement | \$ 1,800 |
| 178 | ESA | Newark | NJ | EWB | RTR | Replace Structures Replace Doors On Back Of Trailer & Build Steps | \$ 600 |
| 179 | ESA | Etna | NH | LEB | VOR | Repair Access | \$ 6,750 |
| 180 | ESA | Burlington | VT | BTB | LOC | Install Bird Spikes | \$ 925 |
| 181 | ESA | Bloomery | WV | AK1 | RCLR | Install Electrical (Distribution Upgrade) | \$ 1,200 |
| 182 | ESA | Lawrence | MA | LWM | GS | Repair Equipment Shelter | \$ 6,000 |
| 183 | ESA | North Clymer | NY | OCV | RCLR | Repair Access Roads Repair Culvert, Grade And Gravel Road | \$ 2,500 |
| 184 | ESA | Eastbrook | ME | OEB | RCLR | Fence Replacement | \$ 23,000 |
| 185 | ESA | Newark | NJ | LSO | MM | Replace Security Fence | \$ 5,000 |
| 186 | ESA | Plato | NY | QCZ | RCLR | Install Security Fence/Gates | \$ 15,000 |
| 187 | ESA | Montour | PA | MMJ | VOR | Access Road Repair | \$ 20,000 |
| 188 | ESA | Lebanon | NH | LEB | VOR | Replace Roof | \$ 30,000 |
| 189 | ESA | Valdosta | GA | VLD | RCO | Install Telco Equipment Into Outside Telco Box | \$ 2,500 |
| 190 | ESA | Newport News | VA | PHF | MALSR | Replace Grounds (Fence) | \$ 7,500 |
| 191 | ESA | New Castle | DE | ILG | LOC | Replace Asbestos Tiles With Vinyl | \$ 750 |
| 192 | ESA | Tri-Cities | TN | TRI | OM | Replace Wooden Antenna Poles At Tri Om | \$ 6,500 |
| 193 | ESA | Flushing | NY | URD | ALS | Install Structures Install Equip/Parts Shed On Pier | \$ 4,000 |
| 194 | ESA | Fairfax | VA | GRU | RCLR | Refurbish Grounds Weed Control (Anchor Enclosures) | \$ 4,000 |
| 195 | ESA | Stony Fork | PA | SFK | VOR | Tree Removal | \$ 9,000 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|-----------------|-------|-------------|---------------|--|---------------|
| 196 | ESA | Georgetown | NY | GGT | VOR | Refurbish Painting Interior Of Building | \$ 500 |
| 197 | ESA | Atlanta | GA | FSO | MALSR | Install Security Fences | \$ 10,500 |
| 198 | ESA | Clarksburg | WV | CKB | VOR | Cut & Clear Trees And Vegetation | \$ 45,000 |
| 199 | ESA | Worcester | MA | RSR | GS | Replace Equipment Shelter | \$ 40,000 |
| 200 | ESA | Pittsburgh | PA | PFS | MALSR | Refurbish Support Tower - Tower Refurbishment | \$ 8,837 |
| 201 | ESA | Charleston | WV | GRW | LOC | Roof Replacement/Repair | \$ 1,300 |
| 202 | ESA | Charlottesville | VA | CHO | MALSR | Remove Electrical (Relocate Switch) | \$ 2,000 |
| 203 | ESA | Islip | NY | ISP | LOM | Install Grounds Install Fence | \$ 2,000 |
| 204 | ESA | Charleston | WV | CRW | RTR | Door Repair/Replacement | \$ 1,100 |
| 205 | ESA | Biggerstaff | NC | QNO | RCLR | Regravel Access Road | \$ 5,000 |
| 206 | ESA | Islip | NY | ISP | OM | Install Grounds Install Fencing Around Antenna | \$ 2,000 |
| 207 | ESA | Chase City | VA | ORD | RCLR | Repair Structures Extend Safety Rail & Ladder To Ground | \$ 1,950 |
| 208 | ESA | Jamaica | NY | HIQ | LOC | Replace Shed At Esu Compound | \$ 1,600 |
| 209 | ESA | Enle | PA | ERI | VOR | Refurbish Painting - Paint VOR Tepee | \$ 3,500 |
| 210 | ESA | Fairfax | VA | QRU | RCLR | Replace On-Site Cabling Tower Safety Cable & Ladder Rungs | \$ 10,000 |
| 211 | ESA | Buena Vista | VA | QWW | RCAG | Repair Access Roads | \$ 20,000 |
| 212 | ESA | Harcum | VA | HCM | VOR | Install Plant Equipment HVAC System | \$ 10,000 |
| 213 | ESA | Huguenot | NY | HUO | VOR | Paint VOR Cone & Bldg Exterior | \$ 3,000 |
| 214 | ESA | Hattiesburg | MS | LBV | VOR | Replace VOR Roof And Refurbish Facility | \$ 38,000 |
| 215 | ESA | Long Island | NY | ZLS | NDB | Repair The Security Fence Around The Ndb | \$ 5,000 |
| 216 | ESA | Windsor Locks | CT | IKX | GS | Paint Antenna Tower | \$ 5,000 |
| 217 | ESA | Bar Harbor | ME | BHB | GS | Paint Antenna Tower | \$ 2,500 |
| 218 | ESA | Hagerstown | MD | HGR | GS | Install Structures (Shelter) | \$ 2,500 |
| 219 | ESA | Stafford | VA | QCP | RCLR | Refurbish Painting Building | \$ 3,500 |
| 220 | ESA | Camp Springs | MD | ADW | VOR | Replace Flooting | \$ 5,000 |
| 221 | ESA | Allegheny | PA | AGC | VOR | Replace Plant Equipment AVC Unit | \$ 2,750 |
| 222 | ESA | Brooker | FL | AR7 | RCLR | Rdr Eng. Gen. Room Door Replacement | \$ 1,800 |
| 223 | ESA | Washington | VT | MPV | VOR | Road Improve | \$ 2,250 |
| 224 | ESA | Ship Bottom | NJ | QPO | RCAG | Repl Elect Distribution Panels | \$ 1,000 |
| 225 | ESA | Folsom | GA | QGT | RCLR | Water Damage: Recaulk Exterior/Repair Interior | \$ 7,000 |
| 226 | ESA | Tri-Cities | TN | TRI | RCAG | Refurbish Fence | \$ 968 |
| 227 | ESA | Montour | PA | MMJ | VOR | Cut & Clear Trees And Vegetation | \$ 10,000 |
| 228 | ESA | Allegheny | PA | AGC | GS | Replace Shelter Gs + Om | \$ 10,000 |
| 229 | ESA | Teterboro | NJ | TEB | VOR | Paint VOR Cone & Bldg Exterior | \$ 3,000 |
| 230 | ESA | Roanoke | VA | ROA | RTR | Replace Roofing (Storage Building) | \$ 5,000 |
| 231 | ESA | Flushing | NY | LGA | LOM | Install Structures High Voltage Protection Fences - Safety Issue | \$ 7,000 |
| 232 | ESA | Franklin | VA | FKN | VOR | Refurbish Electrical Climate Control/Lighting | \$ 7,500 |
| 233 | ESA | Crossville | TN | CSV | RCO | Refurbish Antenna System | \$ 3,500 |
| 234 | ESA | Oliville | VA | ORX | RCLR | Repair Structures Extend Safety Rail & Ladder To Ground | \$ 1,165 |

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| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|---|---------------|
| 235 | ESA | Franklin | VA | EKN | VOR | Install Plant Equipment HVAC System | \$ 10,000 |
| 236 | ESA | Oliville | VA | OPX | RCLR | Install Electrical Grounding Plates | \$ 1,275 |
| 237 | ESA | Niagara Falls | NY | IAG | GS | Refurbish Support Tower - Add Platform | \$ 5,650 |
| 238 | ESA | Binghamton | NY | CFB | VOR | Road Maintenance | \$ 1,500 |
| 239 | ESA | Flushing | NY | LGA | GS | Install Structures Fall Protection Rail On Gs Tower | \$ 10,000 |
| 240 | ESA | East Boston | MA | LIP | LOC | Repair Equipment Shelter (Old) | \$ 6,000 |
| 241 | ESA | Worcester | MA | RSR | GS | Install Access Roads Shelter | \$ 5,000 |
| 242 | ESA | Jacks Creek | TN | JKS | VOR | Refurbish Site Access Road And Clear Zone | \$ 16,300 |
| 243 | ESA | Harris | GA | HRS | VOR | Clean And Paint Shelter And Teepee | \$ 2,000 |
| 244 | ESA | Stewart | TN | OYX | RCLR | Install Climbing Rail On Rair Tower | \$ 25,000 |
| 245 | ESA | Williamsport | PA | IPTA | RTR | Repair Facility Access | \$ 2,250 |
| 246 | ESA | Williamsport | PA | IPT | MALSR | Repair Light Tower Fences And | \$ 1,500 |
| 247 | ESA | Binghamton | NY | AAJ | MALSR | Tree Removal | \$ 1,000 |
| 248 | ESA | Lowell | FL | EC7 | RCLR | Facility Door Replacement | \$ 1,800 |
| 249 | ESA | Manassas | VA | HEF | MALSR | Repair Grounds (Foundation Pad To Malsr Light) | \$ 1,100 |
| 250 | ESA | Baltimore | MD | BAL | VOR | Replace Electrical Wiring | \$ 500 |
| 251 | ESA | Buller | PA | BTP | MALSR | Refurbish Support Tower - Tower Refurbishment | \$ 6,585 |
| 252 | ESA | Mt. Freedom | NJ | OCJ | RCLR | Replace Structures Replace Ladder | \$ 5,000 |
| 253 | ESA | Buena Vista | VA | QWM | RCAG | Install Structures (Safety Toe Boards) | \$ 2,000 |
| 254 | ESA | Newark | NJ | EZA | IM | Reseal Roof And Repair Ceiling Panels | \$ 200 |
| 255 | ESA | Hazleton | PA | HZL | OM | Paint Exterior Of Building | \$ 400 |
| 256 | ESA | Augusta | GA | MZX | OM | Replace Flooring | \$ 4,500 |
| 257 | ESA | Asheville | NC | AVL | MALSR | Repair And Recoat Lir Fiberglass Structures | \$ 600 |
| 258 | ESA | Kingsport | TN | QGD | RCLR | Replace Fence | \$ 3,927 |
| 259 | ESA | Oklawaha | FL | BE7 | RCLR | Eng. Gen. Room Door Replacement | \$ 1,800 |
| 260 | ESA | Shirley | NY | HWV | VASI | Refurbish Access Roads Spread Crushed Stone Where Needed | \$ 1,500 |
| 261 | ESA | Lafrobe | PA | LBE | GS | Refurbish Support Tower - Add Platform | \$ 5,650 |
| 262 | ESA | Searsport | ME | OEG | RCLR | Repair Gate | \$ 3,000 |
| 263 | ESA | Augusta | ME | AUG | MALSR | Paint Shelter | \$ 1,000 |
| 264 | ESA | North Clymer | NY | OCV | RCLR | Install Security Fence/Gates | \$ 15,000 |
| 265 | ESA | Keating | PA | ETG | VOR | Replace Roofing | \$ 25,000 |
| 266 | ESA | Mystic | KY | MYS | VOR | Repair Road | \$ 14,700 |
| 267 | ESA | Revloc | PA | REC | VOR | Facility Plumbing Repair | \$ 1,200 |
| 268 | ESA | Brooke | VA | BRV | VOR | Refurbish Access Roads (Cut Trees/Grade & Gravel) | \$ 3,500 |
| 269 | ESA | New Castle | DE | ILG | GS | Refurbish Support Tower Sand Blast, Primer, And Paint Antenna Tower | \$ 3,000 |
| 270 | ESA | Boulah Knob | WV | AT1 | RCLR | Tower Refurbishment | \$ 2,450 |
| 271 | ESA | Oliville | VA | ORX | RCLR | Refurbish Grounds (Spread Gravel) | \$ 500 |
| 272 | ESA | Gainesville | FL | BC7 | RCLR | Door Replacement | \$ 1,800 |
| 273 | ESA | Phillipsburg | PA | PSB | MALSR | Replace Support Tower - Fill Around Bases | \$ 1,000 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------|
| 274 | ESA | Washington | NJ | OCL | RCLR | Install Security Enclosure | \$ 5,000 |
| 275 | ESA | Hawthorne | FL | ED7 | RCLR | Replace HVAC Unit | \$ 6,500 |
| 276 | ESA | Cogdell | GA | QG6 | RCLR | Water Damage: Recaulk Exterior/Repair Interior | \$ 7,000 |
| 277 | ESA | Oliville | VA | ORX | RCLR | Install Structures Toe Boards On Platform | \$ 3,250 |
| 278 | ESA | Lebanon | NH | LEBB | RCO | New Roof | \$ 9,800 |
| 279 | ESA | Guilford | CT | MAD | VOR | Upgrade HVAC System | \$ 30,000 |
| 280 | ESA | Kingston | NY | IGN | VOR | Repair Access Roads | \$ 3,000 |
| 281 | ESA | Presque Isle | ME | PQI | OM | Gate Access For Winter (Also Repair Fence Barbwire) | \$ 2,000 |
| 282 | ESA | Flushing | NY | LGA | MALSR | Replace Structures Replace Exterior Doors On Bldg | \$ 8,000 |
| 283 | ESA | Williamsport | PA | IPT | RCAG | Refurbish Support Tower Scraps And Paint | \$ 8,000 |
| 284 | ESA | Bradford | PA | BFD | VOR | Cut & Clear Trees And Vegetation | \$ 20,000 |
| 285 | ESA | Richmond | VA | EZD | MALSR | Refurbish Painting (Towers) | \$ 1,800 |
| 286 | ESA | Bar Harbor | ME | BHB | LOC | New Road To Array | \$ 6,500 |
| 287 | ESA | Geneseo | NY | GEE | VOR | Access Road Repair | \$ 4,000 |
| 288 | ESA | Crossville | TN | HCH | TR | Repair Access Roads | \$ 27,000 |
| 289 | ESA | Coats | NC | AM7 | RCLR | Water Damage: Recaulk Exterior/Repair Interior | \$ 7,000 |
| 290 | ESA | Norfolk | VA | ORF | RCLR | Remove Structures (Building) | \$ 2,500 |
| 291 | ESA | Marlinsburg | WV | MRB | VOR | Repair Access Roads | \$ 15,000 |
| 292 | ESA | Plattsburgh | NY | PLB | VOR | Repair Paving Around Bldg | \$ 1,500 |
| 293 | ESA | Wheeling | WV | HLG | RTR | Encapsulate Lead-Based Paint | \$ 1,000 |
| 294 | ESA | Butler | PA | BTP | MALSR | Access Road Repair | \$ 6,000 |
| 295 | ESA | Kearny | NJ | LSQ | OM | Re-Grade/Replace Fence | \$ 5,000 |
| 296 | ESA | W. Groton | NY | AB1 | RCLR | Guy Wire Tree Clearing | \$ 2,000 |
| 297 | ESA | East Boston | MA | MDC | LOC | Repair Access Road | \$ 10,000 |
| 298 | ESA | Flushing | NY | GDI | GS | Install Structures Safety Rail For Climbing Tower | \$ 7,000 |
| 299 | ESA | Newark | NJ | EWB | LOM | Install Security Fence | \$ 5,000 |
| 300 | ESA | Bedford | MA | BED | LOC | Vegetation Control | \$ 2,000 |
| 301 | ESA | Bradford | PA | BFD | GS | Grade Antenna Mast Area | \$ 3,000 |
| 302 | ESA | Winston Salem | NC | INT | GS | Repair/Regravel Access Road | \$ 5,000 |
| 303 | ESA | Wilkes-Barre | PA | IZK | OM | Replace Security Fence | \$ 600 |
| 304 | ESA | Philadelphia | PA | PNE | OM | Refurbish Grounds Site | \$ 2,000 |
| 305 | ESA | Wilkes-Barre | PA | AVP | MM | Replace Security Fence | \$ 400 |
| 306 | ESA | Joelton | TN | QOJ | RCLT | Install Electrical | \$ 15,000 |
| 307 | ESA | Roanoke | VA | ROA | RTR | Replace Roofing | \$ 5,000 |
| 308 | ESA | Frederick | MD | FDK | RCLR | Upgrade Facility | \$ 1,250 |
| 309 | ESA | Newcombe | KY | ECB | VOR | Cut & Clear Trees And Vegetation | \$ 30,000 |
| 310 | ESA | Covington | KY | EEL | ALS | Repair And Recoat Lir Fiberglass Structures, Rwy 36L | \$ 8,580 |
| 311 | ESA | East Texas | PA | ETX | VOR | Power Panel Replacement | \$ 750 |
| 312 | ESA | Willwood | NJ | CEJ | OM | Repair Security Fence | \$ 5,000 |

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Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|---|---------------|
| 313 | ESA | Improve | MS | OMX | RCLR | Replace Roof And Repair Water Damage | \$ 33,000 |
| 314 | ESA | Binghamton | NY | BGM | LOM | Fence Grounding | \$ 3,500 |
| 315 | ESA | Parkersburg | WV | PKB | REIL | Paint Lights | \$ 500 |
| 316 | ESA | Charlotte | NC | VKQ | OM | Regravel Access Road And Plot | \$ 3,000 |
| 317 | ESA | Augusta | ME | AUG | LOC | Antenna Platform Ladder Replacement | \$ 2,500 |
| 318 | ESA | Islip | NY | RXN | MM | Replace Structures Replace Exterior Doors | \$ 500 |
| 319 | ESA | Camp Springs | MD | ADW | TDWR | Install Security System | \$ 5,000 |
| 320 | ESA | Islip | NY | ISPA | RTR | Install Grounds Install Guard Posts To Protect The Guy Wires In Accordance With Order 6940.3 Par. 208 | \$ 500 |
| 321 | ESA | Islip | NY | RXN | VASI | Refurbish Access Roads Spread Crushed Stone Where Needed | \$ 1,500 |
| 322 | ESA | Greer | SC | OYG | RCLR | Improve Safety-Ladder Climbing | \$ 5,000 |
| 323 | ESA | Mt. Tom | MA | DE6 | RCLR | Provide Winter Access | \$ 6,000 |
| 324 | ESA | Lafrobe | PA | LBE | OM | Replace Shelter | \$ 2,000 |
| 325 | ESA | Stillwater | NJ | STW | VOR | Install Structures Install Guard Post For Propane Tanks | \$ 10,000 |
| 326 | ESA | Chase City | VA | QRD | RCLR | Install Grounds Gravel | \$ 1,275 |
| 327 | ESA | Millinocket | ME | MLT | VASI | Pave Road | \$ 2,500 |
| 328 | ESA | Huguenot | NY | HUO | VOR | Paint Interior Of Site | \$ 2,000 |
| 329 | ESA | Staten Island | NY | QWUA | RCLR | Refurbish Painting Paint Exterior Walls & Doors | \$ 600 |
| 330 | ESA | Saranac Lake | NY | SLK | GS | Refurbish Support Tower Scrape And Paint | \$ 7,500 |
| 331 | ESA | Montour | PA | MMJ | VOR | Install Access Roads - Gravel And Regrade | \$ 2,725 |
| TOTAL | | | | | | | \$ 2,450,497 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|--|---------------|
| 1 | CSA | Minneapolis | MN | MSP | OM | Refurbish Grounds Restore Plot | \$ 10,000 |
| 2 | CSA | Chicago | IL | MDW | RTR | Remove RTR Towers | \$ 10,000 |
| 3 | CSA | St Louis | MO | STL | RCAG | Replace Towers, Coax Cabling, Fix Grnding | \$ 150,000 |
| 4 | CSA | Empire | MI | QJA | ARSR | Repair Electrical Elevator Control Panel | \$ 2,000 |
| 5 | CSA | Wichita | KS | ICTD | RTR | Replace Trailer With New Shelter | \$ 150,000 |
| 6 | CSA | Bemidji | MN | BJI | VOR | Replace Plant Equipment HVAC | \$ 8,000 |
| 7 | CSA | Yankton | SD | YKN | VOR | Install Plant Equipment HVAC (Install Money) | \$ 1,000 |
| 8 | CSA | North Platte | NE | LBF | ARSR | Install Hoist | \$ 1,000 |
| 9 | CSA | Clinton | MO | GLY | RCO | Replace RT Cable | \$ 5,000 |
| 10 | CSA | Duluth | MN | DLH | VOR | Refurbish Access Roads Gravel | \$ 3,000 |
| 11 | CSA | W. Memphis | AR | AWM | MALSR | Stabilize Bank At Station 16 | \$ 40,000 |
| 12 | CSA | La Crosse | WI | LSE | LOC | Replace Plant Equipment HVAC Unit | \$ 2,500 |
| 13 | CSA | Roseau | MN | ROX | VOR | Replace Plant Equipment HVAC | \$ 8,000 |
| 14 | CSA | Hutchinson | KS | HTI | ARSR | Replace Covers On Power Wire Trough | \$ 3,500 |
| 15 | CSA | Dubuque | IA | DBQ | MALS | Repair Gravel Walkway | \$ 16,370 |
| 16 | CSA | Minot | ND | MOT | OM | Replace Building | \$ 25,000 |
| 17 | CSA | Watford City | ND | QWA | ARSR | Apply Non-Skid Paint To Floors | \$ 3,000 |
| 18 | CSA | Sioux Falls | SD | FSD | OM | Replace Structures Replace On Building | \$ 15,000 |
| 19 | CSA | Jamestown | ND | JMS | LOC | Replace Chance Anchor Foundation | \$ 25,000 |
| 20 | CSA | Toledo | OH | TOL | GS | Replace Structures Building | \$ 42,000 |
| 21 | CSA | Kirkville | MO | IRK | MALS | Replace System & Light Tower Foundations | \$ 150,000 |
| 22 | CSA | Rochester | MN | RST | RTR | Replace Plant Equipment HVAC Unit | \$ 4,500 |
| 23 | CSA | Topeka | KS | FOE | OM | Install Fence | \$ 2,500 |
| 24 | CSA | Grand Island | NE | GRIB | RCAG | Replace Fence | \$ 8,000 |
| 25 | CSA | Crawford | NE | QHX | RCAG | Replace Towers W/ Tilt Over Poles | \$ 150,000 |
| 26 | CSA | Fargo | ND | FAR | OM | Replace Building | \$ 20,000 |
| 27 | CSA | Omaha | NE | OMAB | SX | Replace E/G Shelter | \$ 120,000 |
| 28 | CSA | Leslaria | NE | NF3 | RCLR | Replace Door | \$ 1,000 |
| 29 | CSA | Omaha | NE | QHO | ARSR | Renovate Main Entry Way | \$ 5,000 |
| 30 | CSA | Ypsilanti | MI | LSW | GS | Repair Structures Equipment Shelter Repair | \$ 2,000 |
| 31 | CSA | Carleton | MI | CRL | VOR | Replace Roofing Soffit Repair And Painting | \$ 7,000 |
| 32 | CSA | Duluth | MN | JUD | OM | Repair Access Roads With Gravel | \$ 6,000 |
| 33 | CSA | Goodland | KS | GLD | OM | Replace Shelter | \$ 30,000 |
| 34 | CSA | Sioux Falls | SD | FSD | RCAG | Replace Structure | \$ 400,000 |
| 35 | CSA | Ypsilanti | MI | YIP | GS | Repair Structures Equipment Shelter Repair | \$ 2,000 |
| 36 | CSA | Sioux Falls | SD | FSD | MM | Remove Structures Decommission Building | \$ 4,000 |
| 37 | CSA | Kirkville | MO | IRK | LOC | Replace Ant. Array Foundations | \$ 20,000 |
| 38 | CSA | Dodge City | KS | DDCA | RCO | Install Fuel Tank Guard Posts | \$ 500 |
| 39 | CSA | Butler | MO | BUM | VOR | Paint Radome | \$ 1,000 |

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| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|-----------------|-------|-------------|---------------|---|---------------|
| 40 | CSA | Duluth | MN | JUD | MALSR | Refurbish Access Roads Gravel | \$ 3,000 |
| 41 | CSA | Grand Island | NE | GRIB | RCAG | Repair Road/Plot And Erosion Control | \$ 4,500 |
| 42 | CSA | Kirkville | MO | IRK | VASI | Replace Light Box Foundations | \$ 20,000 |
| 43 | CSA | Bismarck | ND | BIS | GS | Refurbish Painting & Install Door | \$ 2,000 |
| 44 | CSA | Thief River | MN | HYZ | MALSR | Refurbish Structures Floor Rotting | \$ 1,800 |
| 45 | CSA | Finley | ND | QFI | ARSR | HVAC Platform Toe Guard / Sidewall | \$ 5,000 |
| 46 | CSA | Eden Prairie | MN | FCM | MALSR | Refurbish Access Roads Gravel | \$ 1,000 |
| 47 | CSA | Akron | OH | CAK | RTR | Repair Structures Tower Foundation | \$ 1,000 |
| 48 | CSA | Williston | ND | ISN | MALSR | Replace Flasher Towers | \$ 15,000 |
| 49 | CSA | Sioux Falls | SD | FSD | RCAG | Install Fall Protection On 3 Towers | \$ 16,000 |
| 50 | CSA | Hartington | TX | HRL | OM | Install Shelter | \$ 25,000 |
| 51 | CSA | Swains Valley | WI | BK8 | RCLR | Replace Plant Equipment HVAC | \$ 3,500 |
| 52 | CSA | West Chicago | IL | DPA | GS | Install Security Fences | \$ 25,000 |
| 53 | CSA | Odesa | TX | OXS | ARSR | Refurbish Hydrogen Sulfide Filtration System | \$ 20,000 |
| 54 | CSA | Detroit | MI | DET | GS | Repair Structures Equipment Shelter Repair | \$ 2,000 |
| 55 | CSA | Baudette | MN | BDE | VOR | Replace Plant Equipment HVAC | \$ 8,000 |
| 56 | CSA | Scottsbluff | NE | BFF | VOR | Replace Wood Entrance Gate | \$ 1,000 |
| 57 | CSA | Duluth | MN | DLH | LOC | Repair Structures Repair The Platform | \$ 6,000 |
| 58 | CSA | Farmington | MO | FAM | RCO | Install Building And Tilt Over Pole | \$ 30,000 |
| 59 | CSA | Pine Bluff | AR | PBF | LOC | Replace Structures Replace Building | \$ 3,000 |
| 60 | CSA | Malden | MO | MAW | BUCC | Install Building And Tilt Over Pole | \$ 30,000 |
| 61 | CSA | Tomah | WI | B8 | RCLR | Replace Electrical HVAC | \$ 3,500 |
| 62 | CSA | College Station | TX | CLL | RCAG | Repair Roofing Building | \$ 25,000 |
| 63 | CSA | Pennline | PA | IA8 | RCLR | Replace Plant Equipment HVAC | \$ 800 |
| 64 | CSA | Coopersville | MI | CPV | ARSR | Replace Access Roads Security Gate | \$ 11,000 |
| 65 | CSA | O'Neill | NE | ONL | RCAG | Replace Fence | \$ 8,000 |
| 66 | CSA | Hill City | KS | HLCA | RCO | Replace Shelter | \$ 50,000 |
| 67 | CSA | Lamoni | IA | LUN | VOR | Install Tilt Over Pole | \$ 30,000 |
| 68 | CSA | North Bend | WI | BU8 | RCLR | Replace Plant Equipment HVAC | \$ 3,500 |
| 69 | CSA | Claron | IA | CAV | NDB | Replace Support Tower Guy Anchors | \$ 123,922 |
| 70 | CSA | Richland | MO | QJK | RCAG | Install Door Awning To Keep Rain Out | \$ 300 |
| 71 | CSA | Chardon | OH | CXR | RCAG | Replace Plant Equipment HVAC | \$ 800 |
| 72 | CSA | San Antonio | TX | SAT | LOC | Replace On-Site Cabling Loop Cable | \$ 75,000 |
| 73 | CSA | Milwaukee | WI | GMF | LOM | Repair Roofing Roof Repair | \$ 5,000 |
| 74 | CSA | Coopersville | MI | CPV | ARSR | Repair Plant Equipment HVAC Unit # 1 | \$ 1,700 |
| 75 | CSA | Park Rapids | MN | PKD | VOR | Replace Plant Equipment HVAC | \$ 8,000 |
| 76 | CSA | Kansas City | MO | MCIA | RTR | E/G Door Replacement | \$ 1,500 |
| 77 | CSA | Sighnaw | MI | HYX | NDB | Install Access Roads Security Gates, Loc. Gs, Malsr | \$ 3,000 |
| 78 | CSA | Chicago | IL | HKH | LOC | Install Electrical -Receptacle/Transfer Switch For | \$ 5,000 |

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| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|----------------|-------|-------------|---------------|---|---------------|
| 79 | CSA | Jeffersonville | IN | JVY | OM | Replace Structures Replace Shelter | \$ 23,000 |
| 80 | CSA | Rice Lake | W | RPD | LOC | Replace Structures Relocate The Roo From The Terminal To The Loc. Install Tilt-Down Tower | \$ 10,000 |
| 81 | CSA | Chadron | NE | CDR | VOR | Replace Gate | \$ 1,000 |
| 82 | CSA | Aberdeen | SD | ABR | MALSR | Cabling & New Junction Boxes | \$ 25,000 |
| 83 | CSA | Louisville | NE | NG3 | RCLR | Replace Door | \$ 1,000 |
| 84 | CSA | Kirksville | MO | IRKA | VASI | Replace Light Box Foundations | \$ 20,000 |
| 85 | CSA | Grand Rapids | MN | GPZ | VOR | Replace Plant Equipment HVAC | \$ 8,000 |
| 86 | CSA | Longview | TX | GGG | RTR | Rehab Facility | \$ 150,000 |
| 87 | CSA | Norfolk | NE | OPK | VASI | Replace Foundations | \$ 20,000 |
| 88 | CSA | Thief River | MN | HYZ | OM | Replace Building | \$ 15,000 |
| 89 | CSA | Rapid City | SD | RAP | GS | Install Plant Equipment HVAC (Instal Funds) | \$ 1,000 |
| 90 | CSA | Brownsville | TX | BRO | VOR | Repair Structures Foundation & Access Rd | \$ 12,000 |
| 91 | CSA | Fairmont | MN | FRM | RCAG | Install Fall Protection On Tower | \$ 3,000 |
| 92 | CSA | Grand Island | NE | GRI | LOM | Replace Shelter | \$ 30,000 |
| 93 | CSA | Ely | MN | ELO | VOR | Replace Plant Equipment HVAC | \$ 8,000 |
| 94 | CSA | Farmington | MN | ZMP | BLDG | Repair Flooring Waterproof The Attic Floor | \$ 10,000 |
| TOTAL | | | | | | | \$ 2,369,692 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|---|---------------|
| 1 | WSA | San Diego | CA | SAN | ASDE | Install Plant Equipment Ventilation Fan | \$ 25,000 |
| 2 | WSA | San Diego | CA | SAN | MALSR | Replace Support Tower Fiberglass Light Supports | \$ 18,000 |
| 3 | WSA | Phoenix | AZ | PHX | ARSR | Replace Plant Equipment A/C Condenser | \$ 5,000 |
| 4 | WSA | Phoenix | AZ | PHX | MALSR | Refurbish Support Tower Paint Fiberglass Light Supports | \$ 6,000 |
| 5 | WSA | Denver | CO | DEN | TDWR | Install Structures Install Additional Ice Shield | \$ 15,000 |
| 6 | WSA | Denver | CO | DEN | ASR | Install Structures Install Ice Shield | \$ 15,000 |
| 7 | WSA | Elk Grove | CA | QSL | RCLR | Replace Electrical Tower Obstruction Lights | \$ 3,000 |
| 8 | WSA | Dillingham | AK | DLG | VASI | Refurbish Structures Na01071-Rpl Lha'S With Fiberglass Boxes, Rpl Pipe Legs, Cable, Cement Pad And Grounding | \$ 18,000 |
| 9 | WSA | Avenal | CA | AVE | VOR | Replace Roof | \$ 20,000 |
| 10 | WSA | Homer | AK | HOM | DF | Replace Shelter | \$ 20,000 |
| 11 | WSA | Stoney River | AK | SRV | OAW | Replace Support Tower Na04054-Replace Tower With Tilt-Down | \$ 8,000 |
| 12 | WSA | Lakeview | OR | LKV | VOR | Replace Roof | \$ 20,000 |
| 13 | WSA | Shishmaref | AK | SHH | QS | Optimize Structures Na03034-Re-Orient Bldg Away From Prevailing Wind, Prevent Snow Drifting And Blocking Access | \$ 3,000 |
| 14 | WSA | Lake Clark W | AK | QLW | SSO | Repair Structures Repair Stairs | \$ 7,000 |
| 15 | WSA | Salinas | CA | SNS | MM | Repair Access Roads | \$ 5,000 |
| 16 | WSA | Yakima | WA | YKM | RTR | Replace Roof | \$ 10,000 |
| 17 | WSA | Fort Yukon | AK | FYU | VOR | Refurbish Electrical Na99028-Rehab Xmit/Mon Cables/C&B, Refurb Ant Covers/Cables | \$ 30,000 |
| 18 | WSA | Whitehall | MT | HIA | VOR | Refurbish Structures VOR | \$ 7,500 |
| 19 | WSA | Atlantic City | WY | QTL | RCLR | Repair Roofing | \$ 15,000 |
| 20 | WSA | Dunoir | WY | DNW | VOR | Refurbish Structures Refurb Building | \$ 24,000 |
| 21 | WSA | Kaiskog | AK | KLK | AWOS | Install Structures Na02021-Install Connex On Timbers | \$ 11,260 |
| 22 | WSA | Donnelly | ID | DNJ | VOR | Refurbish Structures VOR | \$ 15,000 |
| 23 | WSA | San Jose | CA | SJC | GS | Repair Roofing - Roof Repairs | \$ 5,500 |
| 24 | WSA | Rock Springs | WY | QCS | VOR | Refurbish Structures Refurbish Shelter | \$ 14,000 |
| 25 | WSA | Shawits | UT | QVJ | RCLR | Install Siding Door | \$ 4,000 |
| 26 | WSA | Klamath Falls | OR | LMT | MALS | Replace Structures Shelter | \$ 64,704 |
| 27 | WSA | Georgetown | CA | QY4 | RCLR | Replace Electrical Tower Obstruction Lights | \$ 3,000 |
| 28 | WSA | Lewistown | MT | LWT | VOR | Refurbish Structures VOR | \$ 13,000 |
| 29 | WSA | Concord | CA | CCR | RTR | Repair Support Tower Repair & Paint Rtr Towers | \$ 6,500 |
| 30 | WSA | Horton | OR | QXWA | RCAG | Repair Access Roads Add Gravel And Clean Ditches | \$ 10,500 |
| 31 | WSA | Salpan Obryan | GU | GSN | NDB | Refurbish Structures Pressure Wash, Prepare And Apply Fungicide | \$ 2,000 |
| 32 | WSA | Mtn Home | ID | LIA | VOR | Refurbish Structures VOR | \$ 15,000 |
| 33 | WSA | Anchorage | AK | ANCA | ASDE | Install Structures Sa02036 - Add Two Arctic Entries To Bldg, North And South Doors | \$ 12,000 |
| 34 | WSA | Anchorage | AK | ANC | ASR | Repair Roofing Repair Damage Caused By Roof Leak In Ups Room Sa04002 | \$ 7,500 |
| 35 | WSA | Judith Min | MT | QLJ | RCAG | Replace Doors | \$ 2,800 |
| 36 | WSA | Carlsbad | CA | CRQ | GS | Install Support Tower Fall Protection, Work Platforms | \$ 10,000 |
| 37 | WSA | Annette Is | AK | ANN | BLDG | Install Structures Sa03046-Install Arctic Entry On Warehouse Bldg | \$ 4,500 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|--|---------------|
| 38 | WSA | Nez Perce | ID | MOG | VOR | Refurbish Structures Electrical Grounds, Roof | \$ 30,001 |
| 39 | WSA | Nemaha | AK | ENN | VOR | Replace Support Tower Hardware Replace Interior Air Support Windows, Windows PVC | \$ 6,000 |
| 40 | WSA | Anchorage | AK | ANCE | RTR | Install Structures Construct Arctic Entries For Anc E Rtr | \$ 6,000 |
| 41 | WSA | Bonanza Lake | ID | QVE | RCLR | Install Plant Equipment 2 HVAC Units | \$ 11,000 |
| 42 | WSA | Salinas | CA | SNS | LOC | Install Security Fence | \$ 30,500 |
| 43 | WSA | Bellingham | WA | HUH | VOR | Replace Roof | \$ 11,000 |
| 44 | WSA | Marystown | CA | BAB | ASR | Install Support Tower Fabricate And Install Two Tilt Down Towers For Both Mti Reflectors. | \$ 20,000 |
| 45 | WSA | Santa Rosa | CA | STS | MM | Reseal & Paint Facility | \$ 6,000 |
| 46 | WSA | Fire Island | AK | OAI | BLDG | Optimize Structures Sd02016-Design Temp Otrs | \$ 22,500 |
| 47 | WSA | Sacramento | CA | SMF | RTR | Replace The Air Terminals At The Sacramento Metro Rtr | \$ 3,300 |
| 48 | WSA | Powder Wash | CO | QKM | RCLR | Replace Support Tower Replace Guy Wires | \$ 2,000 |
| 49 | WSA | Naselle | WA | SSE | RCAG | Install Plant Equipment Install HVAC | \$ 3,000 |
| 50 | WSA | Redmond | OR | ROD | RCAG | Repair Roofing | \$ 10,000 |
| 51 | WSA | Moab | UT | OAB | RCO | Install Plant Equipment HVAC Unit | \$ 3,000 |
| 52 | WSA | Billings | MT | BIL | LOM | Repair Support Tower Guy Wires | \$ 1,000 |
| 53 | WSA | Everett | WA | PAE | BUJC | Install Plant Equipment HVAC | \$ 3,000 |
| 54 | WSA | Lewistown | MT | LWT | NDB | Replace Roofing | \$ 3,500 |
| 55 | WSA | Yakima | WA | YKM | MALSR | Repair Access Roads Crowning Road For Water Run Off | \$ 5,500 |
| 56 | WSA | Price | UT | PUC | VOR | Refurbish Structures VOR | \$ 8,000 |
| 57 | WSA | Sitka | AK | SIT | NDB | Repair Structures Repair Flooring In The Ndb Plaschem Building, Install Joists, Seal Crack | \$ 4,000 |
| 58 | WSA | Spokane | WA | GEG | RCAG | Along Bottom Edge Of Building, Ups Is Falling Through The Floor | \$ 4,500 |
| 59 | WSA | San Diego | CA | NKX | BLDG | Replace Collapsed Culverts | \$ 8,000 |
| 60 | WSA | Newport | OR | ONP | VOR | Refurbish Plant Equipment A/C Compressors And Ducts | \$ 27,000 |
| 61 | WSA | Grand Canyon | AZ | GCN | LOC | Refurbish Structures Grounds, Roofing, Electrical | \$ 2,000 |
| 62 | WSA | Gustavus | AK | GST | SACOM | Refurbish Structures Various Repairs | \$ 3,750 |
| 63 | WSA | Johns Peak | OR | QSE | RCLR | Install Structures Sd02076-Install Stairs To Both Dish Platforms | \$ 14,000 |
| 64 | WSA | Portland | OR | PDX | ASR | Grade & Gravel Road | \$ 200 |
| 65 | WSA | Monro Bay | CA | MQO | VOR | Replace Plant Equipment HVAC | \$ 12,000 |
| 66 | WSA | Salt Lake Cy | UT | TCH | VOR | Repair Sliding | \$ 6,000 |
| 67 | WSA | Talkeetna | AK | TKA | VOR | Replace Structures Building | \$ 8,000 |
| 68 | WSA | Talkeetna | AK | TKA | VOR | Install Structures Install Wxcam To View Vor Counterpoise | \$ 10,000 |
| 69 | WSA | Tracy | CA | TCY | VASI | Repair Failed Security Fence | \$ 3,300 |
| 70 | WSA | Reno | NV | RNO | RCAG | Sandblast And Paint Vasi Boxes At The Tracy Vasi. | \$ 5,500 |
| 71 | WSA | Myton | UT | MTU | VOR | Expand The Antenna Shelter At The Peavine Rcg | \$ 12,554 |
| 72 | WSA | Rome | OR | REO | VOR | Replace Roofing | \$ 7,594 |
| 73 | WSA | Lucin | UT | LCU | VOR | Replace Roofing New Single Membrane Roof Needed | \$ 2,000 |
| 74 | WSA | Monterey | CA | MRY | RTR | Refurbish Structures VOR | \$ 5,500 |
| 75 | WSA | Tucson | AZ | TUS | TACR | Refurbish Ladder & Trap Doors | \$ 2,000 |
| | | | | | | Repair Support Tower Tilling Antenna Support | \$ 2,000 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|---|---------------|
| 76 | WSA | Long Beach | CA | LGB | MM | Refurbish Painting Equipment Shelter Exterior | \$ 1,000 |
| 77 | WSA | Modesto | CA | MOD | VASI | Sandblast And Repaint The Vasi Boxes At The Modesto Vasi 10L | \$ 3,300 |
| 78 | WSA | Gilllette | WY | GCC | VOR | Paint Shelter | \$ 2,000 |
| 79 | WSA | Biorka Is | AK | BKA | QS | Replace Leaking Windows In Transient Quarters. | \$ 3,000 |
| 80 | WSA | Glasgow | MT | GGW | RCAG | Replace Doors | \$ 6,300 |
| 81 | WSA | Level Is | AK | LVD | VOR | Optimize Grounds Clear Brush From Road And Vor To Optimize Facility Performance | \$ 4,000 |
| 82 | WSA | Harness Mtn | OR | QLH | RCLR | Repair Structures Eg Fresh Air Intake Getting Smashed By Fall Ice Off Rcdr Tower | \$ 10,000 |
| 83 | WSA | Middleton Is | AK | MDOE | BLDG | Repair Roofing Sst01086-Re-Roof And Re-Side Qtrs/Equip Bldg At Bldg 609 | \$ 15,000 |
| 84 | WSA | Stampede Pass | WA | SMP | RCLR | Repair Access Roads Add 30 Years Gravel Around Snow Cat Shelter | \$ 5,500 |
| 85 | WSA | Biorka Is | AK | BKA | NYRAD | Optimize Structures Provide Gables For Flat Roof On Storage Building To Insure Protection From The Elements | \$ 3,000 |
| 86 | WSA | Stampede Pass | WA | SMP | RCLR | Repair Roofing Spauling Around Edges | \$ 20,000 |
| 87 | WSA | Scammon Bay | AK | SCM | AWOS | Install Structures Nst02022-Install Conex At Awos On Timbers, Conex Purchased And Located At Lake Hood | \$ 11,250 |
| 88 | WSA | Monterey | CA | MRY | GS | Reseal Roof & Repaint Exterior Of Shelter | \$ 15,000 |
| 89 | WSA | Carlsbad | CA | CRQ | MALSR | Refurbish Structures - Light Stations Are Sinking Because Of Soil Consolidation In Old Land Fill. | \$ 11,750 |
| 90 | WSA | Salinas | CA | SNS | RCLR | Improve Climbing Ladder | \$ 3,500 |
| 91 | WSA | Anchorage | AK | ANC | ASDES | Optimize Security Extend Facility Gate To Be In Compliance With The Fsm | \$ 6,000 |
| 92 | WSA | Elko | NV | EKO | RCAG | Seal Wall Openings | \$ 1,100 |
| 93 | WSA | Malad | ID | MLD | VOR | Replace Roofing Replace | \$ 80,000 |
| 94 | WSA | Livingston | MT | LVM | VOR | Refurbish Structures VOR | \$ 13,000 |
| 95 | WSA | Crescent City | CA | CEC | TACR | Replace Support Tower - Tacan Wooden Platform And Support Posts. | \$ 16,500 |
| 96 | WSA | Merced | CA | MCE | MALSR | Access Road Needs Gravel And Road Work | \$ 3,300 |
| 97 | WSA | Dixon | CA | QIX | RCLR | Replace Electrical Tower Obstruction Lights | \$ 3,000 |
| 98 | WSA | San Francisco | CA | FNP | LOC | Replace Flooring | \$ 7,500 |
| 99 | WSA | Mtn Home | ID | LIA | VOR | Replace Roofing | \$ 13,862 |
| 100 | WSA | Trinidad | CO | TAD | ARSR | Install Structures Install Radome Snow Shield | \$ 15,000 |
| 101 | WSA | Middleton Is | AK | MDO | SWG | Install Structures Sst02073-Safety Issue-Access To Wastewater Tmt System For Maintenance | \$ 15,000 |
| 102 | WSA | Ashtion | ID | QVA | ARSR | Repair Plant Equipment HVAC | \$ 11,000 |
| 103 | WSA | Blackfoot | ID | QXV | RCAG | Replace Fence | \$ 13,300 |
| 104 | WSA | Monterey | CA | MTB | DME | Repair Leaky Shelter Roof | \$ 15,000 |
| 105 | WSA | Mile High | CO | DWV | VOR | Refurbish Structures VOR | \$ 13,500 |
| 106 | WSA | Battleground | WA | BTG | VOR | Reconfigure Service Entrance | \$ 75,000 |
| 107 | WSA | Burbank | CA | BUR | MALSR | Paint, Asphalt, Floor Tile | \$ 37,750 |
| 108 | WSA | Salem | OR | SLE | ARSR | Grade & Gravel Road | \$ 7,000 |
| 109 | WSA | Makah | WA | QRW | ARSR | Repair Stairway | \$ 8,000 |
| 110 | WSA | Monterey | CA | MRY | LOC | Reseal Roof & Repaint Exterior Of Shelter | \$ 15,000 |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|--------------|-------|-------------|---------------|---|---------------|
| 111 | WSA | Twin Falls | ID | TWF | VOR | Replace Roofing | \$ 20,000 |
| 112 | WSA | Judith Mtn | MT | QLJ | RCAG | Replace Roofing | \$ 9,000 |
| 113 | WSA | Angels Camp | CA | QQA | RCAG | Refurbish Access Roads Drainage Control Measures | \$ 4,000 |
| 114 | WSA | Level Is | AK | LVD | MAREQ | Repair Floating Dock Pilings | \$ 15,000 |
| 115 | WSA | Annette Is | AK | ANN | TACR | Replace Support Tower Replace With Tilt-Down | \$ 12,400 |
| 116 | WSA | Kenai | AK | IWW | NDB | Refurbish Grounds Raise Height Of Tuning House Security Fence To Osha Compliant And Farm Standards. | \$ 7,000 |
| 117 | WSA | Lovell | WY | QSI | ARSR | Replace Roof | \$ 160,000 |
| 118 | WSA | Hanksville | UT | HVE | VOR | Refurbish Structures | \$ 12,000 |
| 119 | WSA | Mount Polosi | NV | QMP | RCAG | Repair Access Roads | \$ 3,500 |
| 120 | WSA | Nogales | AZ | OLS | RCO | Replace Support Tower Tilt Down Antenna Support | \$ 2,000 |
| 121 | WSA | Corona | CA | AJO | VASI | Refurbish Painting Visasids Boxes | \$ 500 |
| 122 | WSA | Missoula | MT | MSO | VOR | Replace Roofing Replace Roof | \$ 9,000 |
| 123 | WSA | Rifle | CO | RIL | VOR | Refurbish Structures Refurb Building | \$ 20,000 |
| 124 | WSA | Bellingham | WA | HUH | VOR | Replace Electrical Upgrade Electrical | \$ 16,000 |
| 125 | WSA | Apple Valley | CA | APVA | VASI | Paint, Recable | \$ 5,000 |
| 126 | WSA | Hanksville | UT | HVE | VOR | Replace Roofing /Repair Soffit And Sidding | \$ 12,962 |
| 127 | WSA | Elko | NV | EKO | MALSR | Repair The Roof And Paint The Exterior Of The Shelter | \$ 2,200 |
| 128 | WSA | Larch Mt | WA | QLD | RCLR | Repair Road | \$ 8,000 |
| 129 | WSA | Long Beach | CA | LGB | GS | Refurbish Painting Equipment Shelter | \$ 1,000 |
| 130 | WSA | Fullerton | CA | FUL | RTR | Repair And Paint Ext. & Int. Building, Resurface Roof, Upgrade Electrical & Grounding | \$ 24,700 |
| 131 | WSA | Billings | MT | BIL | RCAG | Systems To Current Standards, And Replace One A/C Unit. | \$ 7,500 |
| 132 | WSA | Globe | AZ | QXY | RCLR | Replace Roofing | \$ 13,150 |
| 133 | WSA | Bonneville | UT | BVL | VOR | System, One Air Conditioning Unit And Brno Lightning And Grounding Up To Current | \$ 15,000 |
| 134 | WSA | Monterey | CA | MTB | LOC | Refurbish Structures | \$ 15,000 |
| 135 | WSA | Burley | ID | BYI | VOR | Reseal Roof & Repair Exterior Of Shelter | \$ 15,000 |
| 136 | WSA | San Pedro | CA | QLA | BLDG | Refurbish Structures | \$ 5,000 |
| 137 | WSA | Burns | OR | ILR | VOR | Refurbish Roofing And Rain Gutters | \$ 3,000 |
| 138 | WSA | Holy Cross | AK | HCA | AWOS | Install Plant Equipment HVAC @ Ilr Vor (Burns, Or | \$ 11,250 |
| 139 | WSA | Burns | OR | ILR | VOR | Install Structures Np02027-Install Connex On Timbers, Connex Located At Lake Hood | \$ 15,000 |
| 140 | WSA | Salem | OR | SLE | ARSR | Refurbish Structures | \$ 7,000 |
| 141 | WSA | Juneau | AK | JNU | RCO | Grade & Gravel Road | \$ 12,000 |
| 142 | WSA | Douglas | WY | IIP | VOR | Replace Roofing Patched Numerous Times Needs Replacement | \$ 11,000 |
| 143 | WSA | Rome | OR | REO | VOR | Refurbish Structures Refurb Building | \$ 11,000 |
| 144 | WSA | Daggett | CA | DAG | VASI | Refurbish Structures | \$ 5,000 |
| 145 | WSA | Newport | OR | ONP | VOR | Paint, Recable | \$ 5,000 |
| 146 | WSA | Brigham City | UT | BMC | VOR | Replace Floor & Doors | \$ 1,000 |
| 147 | WSA | Bellingham | WA | HUH | VOR | Replace Foundation | \$ 52,895 |
| | | | | | | Refurbish Plant Equipment Total Site Refurbishment | |

Eastern Service Area Prioritized List FY-07 Facilities and Equipment Projects

| Priority | Service Area | City | State | Location ID | Facility Type | Project Description | Cost Estimate |
|----------|--------------|---------------|-------|-------------|---------------|--|---------------------|
| 148 | WSA | Sheridan | WY | SHR | VOR | Refurbish Electrical Feed From Mdu | \$ 19,000 |
| 149 | WSA | Worland | WY | RLY | VOR | Refurbish Structures | \$ 21,000 |
| 150 | WSA | Glendive | MT | GDVA | VASI | Replace Foundation | \$ 5,000 |
| 151 | WSA | None | AK | OME | VOR | Repair Structures Na03027 Left Front Bottom Corner Of Sx Bldg Is Letting Wfr In. | \$ 4,500 |
| 152 | WSA | Glasgow | MT | GGW | RCAG | Composite Bldg. Ressel | \$ 6,500 |
| 153 | WSA | Marysville | CA | MTV | LOW | Remove Structures | \$ 20,000 |
| 154 | WSA | Lake Clark E | AK | OLEA | SSO | Repair Structures Repair Stairs. Consider Doing Project In Conjunction With Replace Bldg And Foundation To Optimize Savings. | \$ 6,000 |
| 155 | WSA | Milton | UT | MTU | VOR | Refurbish Structures | \$ 13,000 |
| 156 | WSA | Red Table Mtn | CO | DBL | VOR | Refurbish Building | \$ 42,500 |
| 157 | WSA | Salpan Obayan | GU | GSN | MALSR | Refurbish Structures | \$ 2,000 |
| 158 | WSA | Merced | CA | MCE | MALSR | Refurbish Building | \$ 5,500 |
| 159 | WSA | Norwood | CO | ETL | VOR | Refurbish For | \$ 16,000 |
| 160 | WSA | Kipnuk | AK | IKK | VOR | Replace Roofing Na03031 Replace The Vor Teepee | \$ 12,000 |
| 161 | WSA | Wilson Creek | NV | ILC | VOR | Install Plant Equipment (H/VAC) | \$ 11,000 |
| 162 | WSA | Newcastle | WY | ECS | VOR | Refurbish Structures Paint Shelter/Repair Fence | \$ 6,000 |
| 163 | WSA | Cedar City | UT | ECC | MALSR | Repair Concrete Pad | \$ 1,500 |
| 164 | WSA | Front Range | CO | FTG | OM | Repair Fence | \$ 4,000 |
| 165 | WSA | Cedar City | UT | ECC | MALSR | Repair Electrical | \$ 2,000 |
| 166 | WSA | Great Falls | MT | GTF | VOR | Replace Grounds Replace Fence | \$ 8,300 |
| 167 | WSA | Palmdale | CA | PMD | LOC | Paint, Roofing, Windbreak, | \$ 7,900 |
| 168 | WSA | Wilson Creek | NV | ILC | VOR | Refurbish Structures Building | \$ 16,000 |
| 169 | WSA | Kickitat | WA | LTJ | VOR | Refurbish Structures Facility | \$ 44,523 |
| 170 | WSA | Sausalito | CA | SAU | VOR | Paint Building | \$ 6,000 |
| 171 | WSA | Deadhorse | AK | SCC | VOR | Refurbish Structures Na04019-Replace Counterpoise Roof, Paint Interior/Exterior Of Bldg | \$ 10,000 |
| 172 | WSA | Oakland | CA | OAK | OM | Replace Flooring | \$ 7,000 |
| 173 | WSA | Deadhorse | AK | SCC | VOR | Repair Roofing Na02040-Repair Roof | \$ 5,000 |
| 174 | WSA | Biorka Is | AK | BKA | VOR | Optimize Grounds Clear Brush From Road And Vor To Optimize Facility Performance | \$ 4,000 |
| 175 | WSA | Milford | UT | MLF | VOR | Refurbish Structures | \$ 13,000 |
| 176 | WSA | Annette Is | AK | ANN | VOR | Optimize Grounds Cut Down And Remove Brush In A 300' Area Surrounding The Vor Fence. | \$ 3,000 |
| 177 | WSA | Oakdale | CA | OZT | VASI | Paint The Vasi Units | \$ 3,300 |
| 178 | WSA | Karluk | AK | KYK | HELI | Refurbish Structures Existing Foundation Is Severely Rotted. Due To Safety Hazard, Employees Are No Longer Allowed To Land On The Facility Or Perform Maintenance. | \$ 15,000 |
| 179 | WSA | Rome | OR | REC | RCAG | Current Helipad Has Rotted Away. | \$ 10,900 |
| 180 | WSA | Portland | OR | PDX | OS | Replace Roofing | \$ 12,000 |
| | | | | | | Refurbish Electrical Refurbish Electrical System | \$ 2,192,745 |
| | | | | | | TOTAL | \$ 2,192,745 |